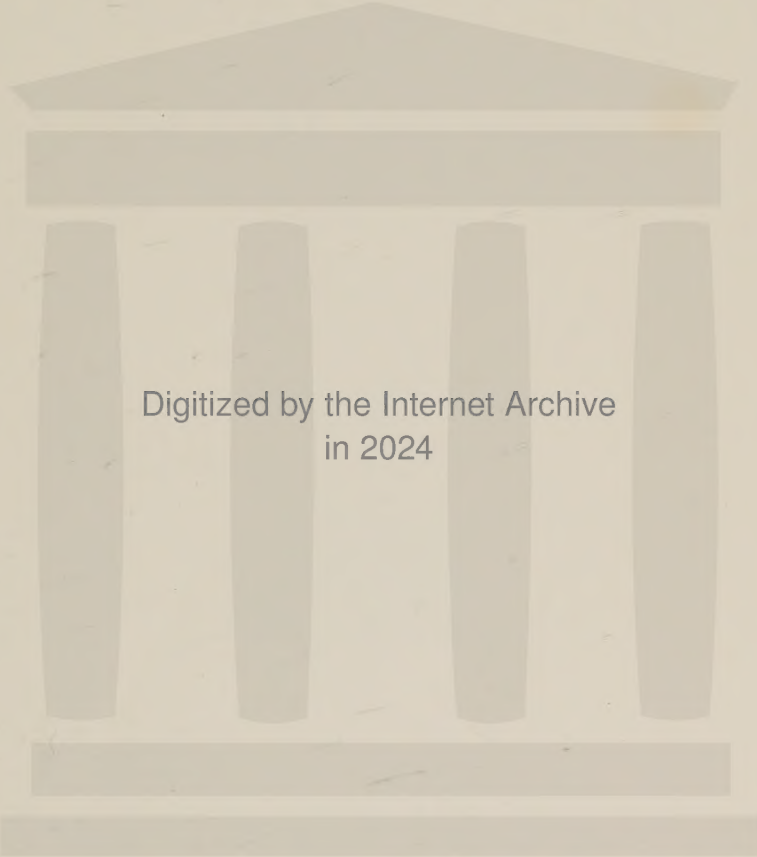


HISTORICAL SKETCHES OF QUINCY

THE FIRST 100 YEARS

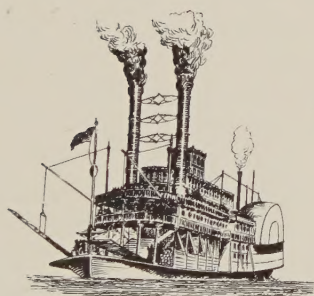


BY CARL LANDRUM



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HISTORICAL
SKETCHES of QUINCY
the first 100 years



CARL A. LANDRUM
QUINCY, ILLINOIS

*Cover: Statue of Governor John Wood in Washington Park. Photo by Jos. Liesen.
Statue by C. G. Volk, dedicated July 4, 1883.*

Introduction

Quincy, a fine city, has much rich heritage. Many people have inquired about a history so they could learn more about its background and early growth. As one of the major cities in the early days of the midwest, it was an important embarkation point for the wagon trains of settlers for the far West.

To provide information and help satisfy that great quest for knowledge of this fine city, the Quincy-Peoples Savings and Loan Association are underwriting the publication cost of this book. This is purely a civic undertaking for the Association, as any profit to be derived is accruing primarily to the following nonprofit organizations of our city, who have been entrusted with the sale of the book; namely, the Women's Boards and Auxiliaries of our two hospitals, Blessing Hospital and St. Mary Hospital, and also the Women's Boards of the Homes for senior citizens, Good Samaritan Home and Sunset Home.

Since Quincy-Peoples is the oldest financial institution in the area, we have helped finance much of the development of Quincy and observed the many changes since we were organized in 1874, the Directors feel that it only fitting that we should back

this undertaking, to preserve this knowledge and enjoyment for you and your family.

A person's heritage and culture is certainly an inspiration for the present as well as future generations, and we very much appreciate having a part in this publication. We hope you, too, will thoroughly enjoy reviewing these sketches. With this firm foundation of the past, further progress and growth is assured for the future.

Quincy-Peoples Savings and Loan Association
Kenneth Schelp
Director of Public Relations

Foreword

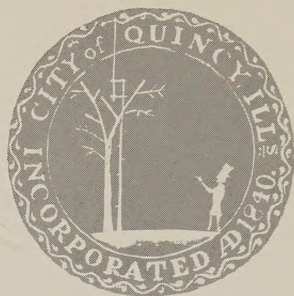
"A love of local history is a love of one's own country on a human, participating level," wrote the Rev. Landry Genosky, O. F. M., Associate Professor of History, Quincy College, in the foreword to "Quincy in the Civil War," by Quincy historian Carl Landrum, published in the fall of 1966.

This new volume, "Sketches of Quincy," proves anew Mr. Landrum's love for his native city, and the enthusiastic reception given these sketches when they originally appeared in the Quincy Herald-Whig proves Quincyans' love for the history of their city.

In words and pictures, representing years of intensive research, Mr. Landrum has made thousands of Quincy men and women more aware of the local past. He has created a new love for and understanding of our city through these sketches, and has helped to develop a sharper sense of community pride and confidence.

As one who encouraged Mr. Landrum to write a series of weekly features about the men and women and events of Quincy's past, which appear regularly in The Quincy Herald-Whig, I am particularly happy to recommend this volume.

Don S. Kesler
Associate Editor
The Quincy Herald-Whig



*Seal of the city of Quincy in 1841,
designed by John Hoebrecker.*



John Hoebrecker

Dedication and Credits

It was at the suggestion and insistence of the author's friend, the late Arthur Ray Higgins, editor of the Quincy Herald-Whig, that the Sunday feature "A Century Ago in Quincy" was developed; later the title was changed to "From Quincy's Past" and broadened pictorially.

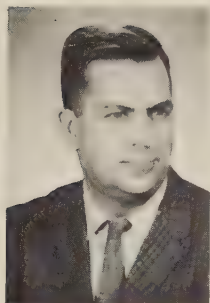
However, it was largely due to the friendship and efforts of the late H. J. "Junie" Berghofer, that the writer began to collect pictures and information dealing with the history of the city of Quincy. This book is respectfully dedicated in the memory of "Junie" Berghofer.

The author wishes to thank Gerald Ostermueller and Joseph Liesen for their photographic assistance of the pictures that have appeared in The Quincy Herald-Whig in connection with these sketches.

Photographs have been selected from the collections of Mrs. Virginia Berghofer, Dr. Carl Hagler, the Historical Society of Quincy and Adams County, the Illinois State Historical Society and that of the author.

The book layout was by Clarence Shackleton, copy edited by Mrs. Shirley Landrum, and the book was printed by the Royal Printing Company.

Author



CARL A. LANDRUM

Mr. Landrum was recently recognized for his articles in The Quincy Herald-Whig by the Illinois State Historical Society, and elected a vice president of that organization. He is a member of the Historical Society of Quincy and Adams County, the Friends in History group, and was one of the founders of the Tri-State Civil War Round Table, serving as its president and treasurer.

He has also served as president and secretary of the Adams County Music Educators Association, and secretary of the Quincy Musicians Union, Local 265, of the American Federation of Musicians. He was director of the Notre Dame High School and Christian Brothers High School Band for over twenty years, and has been director of the Quincy Park Band since 1948.

This is the second book published by the author, the first being his "Quincy in the Civil War." He was the author of a manuscript, "Music in the Quincy Area," available at the Quincy Public Library, and the Historical Society Building. His feature article, "From Quincy's Past," appears in the Quincy Herald-Whig each Sunday and his column "Quincy Quiz" once a month.

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Map of Military Land Tract.

An Old Sauk Village

The Quincy city directory of 1855-56 by Dr. J. T. Everhard describes the site of Quincy as being known to the early French fur traders as far back as 1800 as the "Sauk Village", from a tribe of Indians called the Saukies or Sacs, who were once the most powerful of all the tribes of the north. By a united effort on the part of nearly all their neighbors, they were finally driven from the great Sauk country, and arriving at or near this point, determined to make this their stronghold. Actually there was another Sauk village or fort on the road leading from what is now Marcelline west to the river; as late as 1891 evidence of this was to be seen.

On May 9, 1800, Congress divided the Northwest Territory, with that part west of what is today Ohio being declared the territory of Indiana, with William Henry Harrison as governor. In a treaty dated November 3, 1804, Harrison received from the Sauks and Foxes, all the land between the Illinois and Mississippi rivers, and on February 3, 1809, Congress designated this area as the territory of Illinois, with the capitol at Kaskaskia, near the mouth of Kahokia creek. Actually the word "Illinois" had applied to all of the Northwest Territory before this.

This was the same Illinois that Father Marquette saw in July of 1673 when he floated down the Mississippi along the borders of what is now Adams county; he mentioned in his journal the bluffs on the eastern bank of the river here.

From that time until 1811 this area saw little activity. The French trader Bauvet or Bouvet, who came to Missouri about 1792, is supposed to have settled here in 1811 to trade with the Indians. Tradition has it that he found evidence of an Indian settlement at the foot of Delaware and of Broadway, with stone fireplaces. However, the most



View of Quincy and the Mississippi river bottoms from Marion city, Missouri by Col. Mays.

interesting legend concerns the two kegs of French crowns that Bauvet is supposed to have had, and worried about being robbed, buried someplace on the water front. Shortly after this he was killed by the Indians on the Salt river, possibly in 1811.

Evidently the area was a favorite spot for the fur traders to come to trade with the Sauks who occupied the country from Rock river to the mouth of the Illinois.

In September of 1813 General Howard and two regiments of 1400 mounted rangers left old Fort Edwards east of the present city of Alton, on an expedition to the northern part of this territory. They had a skirmish with the Indians on the bluffs in Calhoun county, and then followed the Mississippi river to this point.

However, when they reached the "old Sauk village" the Indians had fled. The rangers burned the wigwams and then went on to help build Fort Clark where Peoria is today. They then returned south through Sangamon county to Fort Russell. Three of these rangers became governors, John Reynolds and Thomas Carlin of Illinois and Alexander McNair of Missouri.

The rangers tried to leave their mark on the countryside wherever they went. The river bottoms of the Mississippi were called "Howard's Bottoms", "McNair's Bay" in the upper part of Calhoun county, "Stephenson's Creek" in the southern part of Pike county, and "Clemson Creek" in the upper part of Pike county, named for Col. E. B. Clemson of Belleville.

The Sauk village site remained uninhabited from the burning of the wigwams for about eight years. According to Davidson and Stuve in their history of Illinois, the camp was supposed to have contained about one thousand Sauk warriors.

Shortly after the visit of the Rangers, Willard Keyes came down the river, stopping here and sleeping over night on the river bank; he returned with John Wood to settle here. He told later of climbing the bluff to the level that is Washington park today and being pleased with what he saw.

Keyes wrote that the U. S. surveying party that came through here in 1815 and 1816 did a very poor job of dividing the land into sections and quarter sections.

The explorer, Giacomo C. Beltrami, is supposed to have called this woodland region "Prairie des Liards" because of the extensive growth of poplar and cottonwood trees. Both the French and the Indians called our bay "Boston Bay", and many early settlers wanted to call the town site "Boston".

In his book, "Quincy in 1857", Joseph T. Holmes wrote that there was no white settlement north of Gilead, a point sixty miles south of the Quincy townsite, that U. S. troops were stationed at Fort Edwards, the present site of Warsaw, for the protection of the frontier.

FOR SALE,
THE FOLLOWING PARCELS OF
LAND,

SITUATE IN THE MILITARY TRACT, STATE OF ILLINOIS, AND BELONGING TO THE
ILLINOIS LAND COMPANY.

The Lands will be offered for sale, at Public Auction, in the Town of George's Town, Barbadoes, on Monday, the 12th of November next, and continue from day to day until all have been sold. A small rent price will be affixed to each lot at the time it is offered.

Terms of payment will be, one quarter on hand and the balance in cash, and the purchaser will be required to sign an agreement, with interest thereon, to be executed by the Company and delivered to the purchaser, (the Company holding a duplicate) by which the Company will be bound to give a Deed of Quit Claim and Release to the purchaser, and payment of the balance of the purchase price will be given by the Company at any time on full payment.

The Company will pay the tax on the last mail the delivery of the Deed: the amount of which tax, with interest, the purchaser will be required to pay when the Deed is delivered.

When the last payment is made, the Company will deliver over, with the Deed, the following schedule of lots, each lot except where more lots than one are embraced in the sale. The lots to be offered, or all lots embraced and ones sold, including 1-7, except 10 or 12 lots, which are taxable. In case of the failure of any lot to be purchased by means of the sale of offering the lot, the sale will be considered void.

JOHN W. LLOYD, JR.
President, Lloyd's Company

Q. 1. C. SEPTEMBER 1, 1838.

Advertisement of land for sale in the Military Land Tract, September 1, 1838.



Willard Keyes, one of the first to visit the site of Quincy; returned with John Wood to lay out original town site.

Then Illinois was admitted to the Union as a state on December 3, 1818. Willard Keyes stopped overnight on May 10, 1819 and in the summer of 1820 Asa Tyrer, searching for his land as a veteran of the war of 1812, stopped at this location. Tyrer discovered the spring, now located in South Park, which he named for his son-in-law, Watson. Tyrer, a blacksmith, returned with his family later.

Justus I. Perigo, who came here in 1820, erected his cabin near the eastern portion of Fall Creek township and Daniel Lisle came about the same time and located not far from the site of Liberty.

George W. Berrian, father of Judge Benjamin F. Berrian, and his brother Richard Berrian, left New York in the spring of 1819, in a buggy, for the military tract that was Illinois. In June they came to the bluffs that became Quincy, and saw the remains of an Indian village and the remnants of the wigwams.

The Berrians stopped with a Henry Jacobs, who came here from Virginia. Jacobs was living in a cabin one and one-half miles west and one-half mile south of the present site of Eubanks station. Later he built a stone house about 1839 from stone quarried near the creek north of his place; this place was owned in 1905 by Frederic Altenheim.

Jacobs, who had been living here for some years with the Indians, refused to follow the advice of Dr. Bartlett not to eat salt mackerel, and died, as did a number of others in the early days. The Berrians went back to New York, and returned here in May of 1844.

As a part of the Northwest Territory, all of the area south of what is now Peoria, was made into the county of St. Clair, with Cahokia as the county seat. Later the northern portion of St. Clair county, above St. Louis, was created Madison county, with Edwardsville as the county seat and the county extended to the Wisconsin line. On January 31, 1821, all of Madison county between the Illinois and the Mississippi rivers was detached and made Pike county with Coles Grove in Calhoun county as the county seat.

John Wood, Founder of Quincy

John Wood, who was born December 20, 1798, in Cayuga county, New York, left his home there on November 2, 1818, with the half-formed intention of settling in the Tennessee valley. He passed the winter in Cincinnati, and went on to Shawneetown, Illinois, in the summer of 1819, spending the following winter in Calhoun. Wood, the son of a Revolutionary War doctor, teamed up with Willard Keyes, and on February 20, 1820, set out to explore and see the country.

They decided to farm in Pike county, forty miles southeast of here for two years. In February of 1821 at the request of a war veteran named Flynn who lived on the Wood river a few miles back of Alton, Wood and Keyes came here to locate the land that Flynn had purchased in Philadelphia for \$110.

Flynn had paid the taxes for three years to the sheriff of Madison county, who "failed" to turn it in. Flynn was not impressed with the land here and sold it to Wood and Keyes for \$60 for the 160 acres.

For the first seven years the ownership of the land was in doubt. Wood was actually a trespasser on the ground, for had he been a soldier with a patent title to this tract of the Military Bounty Lands, his claim would have been beyond question. Lands otherwise occupied in this section were not subject to entry or purchase until 1829.

In December of 1822 John Wood, with the help of a man named Longley, put up the first log cabin in Quincy on the east side of Front street, south of Delaware. The cabin was 18 x 22 feet in size and 12 feet high, made of four foot split boards, with the door of the same material and fastened together with wooden pins instead of nails. The porch in front was 8 feet long. The cabin was razed in the spring of 1854 or 1855 when a factory was erected there.

In the spring of 1823 Jeremiah Rose moved here from Pike county



John Wood, founder of the city of Quincy, mayor, governor of Illinois, Colonel of 137th Illinois, Civil War peace commissioner.



First cabin of John Wood, located approximately Front and Delaware, and razed about 1854 to make way for the F. W. Jansen furniture factory.

with his wife and child, and joined John Wood in the cabin as joint owner. In 1824 Willard Keyes erected a cabin at the foot of Vermont street and John Droulard put up a cabin on the corner of Seventh and Vermont.

During the spring of 1823 the Indians came and buried one of their tribe, placing him in a sitting position against a tree, then building a log structure around him and covering it all with brush. Wood and Rose set fire to the affair and warned the Indians not to bury their dead in this manner again.

On September 14, 1824, John Wood inserted a notice in the *Edwardsville Spectator* stating that a petition would be presented to the Illinois legislature for the establishment of a new county to be formed from the county of Pike.

The notice appeared twelve times as required by law and on January 18, 1825, the legislature approved a bill establishing the new county. Seymour Kellogg of Morgan county, Joel Wright of Montgomery county, and David Dutton of Pike county, were named to select a permanent seat of justice for the new county.

On April 29, 1825, Kellogg and Dutton came to the town site, as Quincy was then called, and with Wood absent, asked Keyes to guide them in their effort to locate the county seat in the center of the area.



John Wood's home at 12th and State from 1835 to 1864, when it was moved across 12th Street to its present location where it became the home of the Historical Society of Quincy and Adams County.

Keyes was a skilled land hunter, but probably having ideas of his own, led them through all the bogs and quagmires of Mill Creek and finally at the end of the day returned to the town site.

The next morning the commissioners decided to establish the county seat at the town site, and proceeding to the town square, drove a stake near the east gate, calling the county Adams, and the town Quincy, for the new president, John Quincy Adams. To further carry out the name of the president, the residents called the town square John's Square, although this was later changed to Washington square and much later to Washington park.

It is interesting to note that John Wood raised his first apple orchard, located between 12th, 14th, State and Kentucky, from seed. He walked nearly to Alton to secure the seed, paying a dollar for a pint, to have only three seed produce trees. The second lot of seed he washed from pomace of a cider mill and was afterwards given some seed by a sick family in gratitude for a present of maple sugar.

When John Wood moved from this first log cabin it was to a second cabin that he built near the corner of 12th and State streets, in front of the later site of the stone mansion. While living in this second cabin he put up a large frame house of southern Colonial style on the grounds southeast of the site of the stone mansion.

This first mansion was erected for John Wood by John Cleveland or Cleaveland, who also erected the Bartlett mansion on the northwest corner of Sixth and Broadway. Cleveland, a master mechanic, was born in Sandy Bay, Mass., in 1790, coming to Quincy in September of 1834, and purchasing land in Ellington township where he built a cabin, the only one in this section with glass windows. The Cleveland farm was between 48th and 52nd and Broadway. Cleveland was one of the seven men who established the Odd Fellows lodge in Quincy; he served in the War of 1812 and died in St. Louis on May 30, 1868.

The frame house of John Wood was built sometime between 1835 and 1837. When the stone mansion was erected, the frame house was moved up a ramp over a high hedge and across 12th or Wood street



The famous "octagonal" mansion of John Wood erected during the Civil War and used later for Chaddock College.

into the apple orchard on the east side of the street. It was remodeled and used as a residence of Wood's oldest son, Daniel C. Wood. It is thought this was in the spring of 1864.

The Quincy Whig reported that the Warren Reed studio was taking pictures of the progress being made on the stone octagonal mansion on May 6, 1857, although the cupola was not completed at the close of the war when fireworks were shot from the roof of the mansion to celebrate the fall of Richmond and the surrender of Lee. The stone for the basement was quarried northeast of Quincy.

A Chicago architect, John Murray Osdel, designed the mansion as he did those of Governors Bissell and Matteson in Springfield. Jos. Holmes predicted in his history of Quincy in 1857 that when finished it would be the best constructed residence in the state.

The mansion cost John Wood some \$200,000 to \$250,000 and he gave lots on the south side of State street or Payson road, to the Germans who helped him build the mansion. This almost broke him. Actually in 1873 he told Senator Orville H. Browning that he was financially embarrassed by both his own debts, those of his sons, and those of John Tillson, his son-in-law. He said that if his creditors should push him his property would not pay his debts and he would be left without a cent—ruined! In 1860 Wood had been worth \$250,000 in real estate and \$50,000 in personal property.

On the death of Governor Bissell on March 18, 1860, Wood, who was Lieutenant Governor, became Governor of the state of Illinois. Wood also served several terms as mayor of Quincy and as a member of the legislature.

During the Civil War he served as Colonel of the 137th Illinois, protecting Memphis, Tenn. against the Confederate raider, Forrest. At the beginning of the war he served as a delegate to the peace convention in Washington. During the opening months of the conflict he was quartermaster general of the state of Illinois.

In 1871 Wood offered the mansion for a Quincy Female Seminary, and several years later advertised it for sale in order to settle his affairs. He also offered it to the state for use as an asylum but this was refused.

On December 1, 1874, the mansion was sold to the Methodists of Johnson college for \$40,000 and when Chas. C. Chaddock of Astoria, Illinois, gave \$24,000 to the school, the name was changed to Chaddock College in 1876. About 1883, H. J. McVickers of Adams county gave a large sum for the erection of a large three story brick building to the west of the mansion on the corner of Eleventh and State for use

as a boy's dormitory. The main building of the college was in the mansion with the business department of the college on the southeast corner of Sixth and Maine; music was taught by Morris A. Bagby and John T. Long was president of the school.

When the mansion was sold John Wood moved into the old frame house on Twelfth street that is today the home of the historical society. Wood died June 4, 1880, and was buried in Woodland cemetery on ground that he originally owned.

The following material was discovered after type for this story was set and the book in page form. This account appeared in the Quincy Journal of February 9, 1916, as an interview of Daniel Wood, eldest son of Governor Wood, on the occasion of Wood's 87th birthday.

According to the son of the founder of the Gem City, John Wood and Willard Keyes had been farming about thirty miles below here and came to this location one night, looked over the land and liked it. The first night they spent here they slept on the ground and although it was only September then, three or four inches of snow fell on them.

Keyes and Wood both had a little money and John Wood offered to make the trip by horseback to St. Louis, where he would sell the horse and buy the land. This he did, only to find that the land agent was in Cincinnati; to save money he walked from St. Louis to Cincinnati. The agent was willing to sell the land, but at first said he wanted to see it. He wanted \$300 but finally accepted \$200, and Keyes received the half east of what is now Twelfth Street.

Later John Wood purchased this part from Keyes, who raised the price to \$800, then \$1200 and finally made Wood pay \$2000. At one time John Wood owned 200 acres from Wood Street (Twelfth) to Twenty-fourth, south of Maine; Keyes owned north of Maine.

Village Life in the Early Days

On May 11, 1833 Lorenzo Bull reached the little town of Quincy, Illinois, just one month and a day on the road from the East. He later wrote that they were the first immigrants to settle in Illinois after the Black Hawk war, and that they had seen the Indian chief Black Hawk after his release from prison, on a steamboat going to Iowa; after the Indian's death his skeleton was stolen and brought to Quincy for a dentist, Doctor Hollway, to wire it together. When the Iowa governor heard of it, it was reclaimed.

In 1833 Quincy was a village of some three hundred people with no brick houses, although there was a brick kitchen. The main street, according to Bull, led from Rufus Brown's tavern at Fourth and Maine across the square, diagonally northeast through the hazelbrush that covered the entire block, going in a northeasterly direction to Twelfth and Broadway. Here one sign pointed the direction to Naples, Illinois and the other to Fort Edwards or Warsaw, Illinois.

The first Adams county courthouse was on the northeast corner of Fifth and Maine, put up in 1826, and burned during the winter of 1835. Back of the courthouse there was a grove of hazel and small trees. The square itself was a rough hazel patch and near its southeast corner in the street there was a big stump from which legal sales, political speeches and out-door sermons were made.

South of Maine on Fourth, on the west side, was the long, low frame building known as "The Lord's Barn". The Congregationalists had first met in 1830 in the Peter Felt house; then they held services in a room twenty feet square over the Levi Wells residence at Fifth and Maine, southwest corner. Soon after they erected this small chapel on Fourth street just south of the center of the block. A bell was sus-

pended on a pole at its rear and operated by a rope that entered the building through a hole in the wall. Lorenzo Bull once said that probably almost every church in town was an "offshoot" of this group.

The early settlers were a poor lot, although energetic. Until the land was cultivated there was a lot of malaria in July and August of each year, and the dreaded cholera came in 1833 when they lost one out of every ten residents.

Money was scarce and barter was the method of exchange. The only paper money were notes of the U. S. bank, and silver was Mexican dollars and Spanish fractional silver. There were American half dollars and some dimes but no quarters or dollars.

In 1835 bacon sold for a nickle a pound and coffee for twenty cents a pound. Flour was \$4.50 a barrel and oats a quarter a bushel, with brown sugar twelve and a half cents a pound and whiskey thirty cents a gallon. It was a rough existence!

At the time of the incorporation of Quincy the count was but 700 persons, and in 1840 the number had risen to 1850 with a valuation of property in the city of \$912,822.00.

The first settlers had come mostly from the New England states and from Kentucky and Virginia. By 1833 a few Germans began to come in and from 1836 to 1840 a large settlement of Irish came to build the Northern Cross railroad from the river east to the Indiana line.

About 1840 and for ten or fifteen years thereafter a steady stream of German immigration landed here. One steamboat brought one hundred immigrants direct from Germany to Quincy. It was a common sight to see the steamboat landing covered by these families with household goods of every description and not a single person able to understand the language of their new home.

In 1840 the town ran east to about Twelfth or Wood street, named for John Wood, and people were buying ground chiefly on the south side of town, with the city limits about where State street is today.

Actually the town was built around the square. The city council in 1840 took steps to erect a fence around the square, much to the dismay of the farmers in the area who liked to pasture their horses in this grassy area when they came to town, and to fatten their cattle there on the way to the packing plants at Third and Hampshire. Their claim that it was county property and they had a right to use it as they saw fit was one of the big arguments in the attempt to move the county seat to Columbus in 1841.

The first city charter was approved February 3, 1840, setting out the boundaries of the town and establishing the duties of the elected



The Lord's Barn on the west side of Fourth Street between Maine and Jersey, scene of many abolitionist discussions.

officials. The first city election was held April 20 with the election influenced and probably determined by the large Irish vote brought about by workers on the Northern Cross railroad. It was at this election that the first and probably only political riot occurred in Quincy, finally broken up by the local militia. Governor Thomas Carlin, who lived on Fifth street between Maine and Hampshire, north of the courthouse, was sharply criticized for his actions in this election.

The presidential election that fall provided additional excitement with the campaign of "Tippecanoe and Tyler Too", or William Henry Harrison and John Tyler. The political activities of those days provided entertainment as well as a few bumps and bruises for those taking part, but perhaps they also served as a stepping stone for a number of Adams county men who went on to national prominence during the 1850s and 1860s.

Bartlett Mansion

The large building on the northwest corner of Sixth and Broadway, used for many years by the telephone company and more recently by the V. F. W., is probably one of the most sturdy and well constructed buildings in the city of Quincy, designed to weather all storms, cyclones and tornadoes. But then who else has basement walls some three or four feet thick? And who else has erected a home after everything had been destroyed by high winds in the West Indies?

John Bartlett retired to the West Indies after making his fortune in old England; there a cyclone destroyed his house and killed all in the family except himself, a son and a daughter. After traveling about a bit he came to Quincy, and liking what he saw in those early days, had a house constructed by John Cleveland on the northwest corner of Sixth and Broadway.

This was the year 1837. The first rail for the Northern Cross railroad had just been laid at Meredosia, and it was expected that the trains would travel out Broadway from the river; the street was cut much lower than it is today.

Bartlett had a mansion constructed so strong that no storm could ever take from him what was left in life. All the brick used was made in his own kiln, with one man inspecting each brick when it was placed on the wagon, and another inspecting it when it arrived at the site. The foundation was built four feet through and twenty feet deep. The ceilings were sixteen feet high.

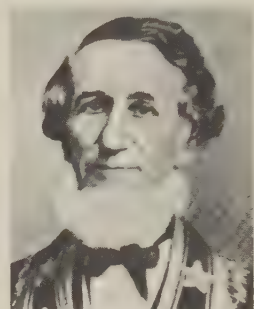
John Bartlett, who found Quincy quite different from the Barbadoes, built other homes in Quincy, as did his son, Samuel M. Bartlett, architect and builder in the late 1850s. The senior Bartlett went into merchandising on north Fifth and finally lost everything through bad investments.



Dr. Fairchild's sanitarium in the old Bartlett mansion on the northwest corner of Sixth and Broadway.



Charles A. Savage



Abraham Jonas

Charles A. Savage was the next to live in the mansion, a banker and lawyer, born in Bangor, Maine, who came to Quincy in 1839. Savage, along with Newton Flagg and I. O. Woodruff, opened the Flagg and Savage bank on the southwest corner of Fifth and Maine in 1848, constructing the large building that later became known as the Wells building. Their bank lasted but ten or twelve years. At the start of the Civil War Savage became manager of the Quincy and Toledo railroad, making the arrangements to transport Col. U.S. Grant and the 21st Illinois Regiment from Naples to Quincy in July of 1861. Later Savage moved to the house at Fourteenth and Locust owned today by Mrs. Leo Monckton.

A Moses Jacobs, clothier, lived in the mansion until 1877 when he sold out to Doctor Maria Augusta Fairchild, who opened a Sanitarium in the building along with Dr. Z. P. Glass of Hannibal. Dr. Fairchild believed in proper dieting, outdoor living and right clothing as opposed to the theories of other doctors of strong medicine and bleeding.

The Home Telephone Company took over the mansion in 1905.

The Cholera Epidemic

It was in the year 1833 that the fatal disease, cholera, first made its appearance here. Asiatic cholera was one of the most swift in action of all known contagious diseases, completing its work of destruction on the human body in from one to three days after the first appearance of its symptoms, almost invariably with a fatal termination and seldom a recovery.

It is said that this disease first assumed epidemic form in the Province of Bengal, India, in the year 1817 and that it first came to America in 1832. It returned in 1833, 1834, 1848, 1849, 1850, 1851, 1852, 1854, 1855 and last of all, as late as 1873, when it made its final appearance on this continent, and since that time it has been definitely conquered by medical research.

The first instance of a death from Asiatic cholera anywhere in the state of Illinois, as far as recorded, was that of Governor Ninian Edwards, who died at his home near Belleville, Illinois on July 20, 1833.

On the fourth of July, 1833, when many of the residents of this city were preparing to go to the point where Ursa is now located, then Peter Vannest's store, to attend a barbecue, the disease made its first appearance here. Two or three of those who had prepared to attend were attacked by the disease, and died before sundown that day.

A meeting of Quincy citizens on July 6, 1833 was held and an organization set up to provide for the care of the sick and disposal of the dead. O. H. Browning, Thomas Ford (later governor of Illinois) J. T. Holmes and others were named to police the city.

Early medical works state that the characteristics of the Asiatic cholera were extreme purging and vomiting, resulting in a complete physical collapse from which few survived.

Many cholera victims died on river boats that stopped at the nearest river bank as soon as possible after a death occurred and the grave was left unmarked and soon lost. It is said that many of the attacks occurred late at night, generally between midnight and morning and that most of the deaths also occurred late at night. During the cholera epidemic of 1832-33, Palmyra, Missouri with a population of between six and seven hundred lost 110 persons or almost one out of every ten.

The third great general outbreak of cholera, in the United States, began about December, 1848, in New Orleans, raging through that city, and the following month coming up the Mississippi, following the general course of travel, and breaking out in nearly all the other large cities in this country with thousands of fatal cases.

This disease seems to have prevailed mostly in the northern parts of this country in the late summer months and especially in the very hot weather, sometimes occurring in the late spring, extending into the early fall, particularly if the weather was very warm.

It usually followed the course of rivers and lakes, and generally attacked coastal or river towns first because our rivers and lakes were the principal routes of travel in the pioneer period, and the disease was more easily spread abroad in this way.

The Asiatic cholera of 1849-50 left the shores of Adams county untouched until the beginning of the warm weather of 1849 and did not obtain a foothold in Quincy until brought by immigrants or passengers on the river steamers.

Previous to this it had swept through the seaboard and lake cities and early in the spring developed itself in the Mississippi valley. The small pox, a more odious pest than cholera, had in the winter and early spring of 1849 prevailed to such an extent as to arouse public alarm and to call for preventive action of the authorities, with general vaccination, isolation of the sick, and the establishment of a "pest house".

In February, 1849, the city council made an effort to clean up the city and remove the slaughter house to the outside of the city limits. The Board of Health had reported five deaths, supposedly from cholera, on January 2, 1849, at the Charity hospital in Quincy. An ordinance was passed on May 12, 1849, to purchase ground and erect a small building for the comfort and care of the sick strangers in the city.

On Saturday, March 17, 1849, five cases were reported, all of which proved fatal during the night and the next day. Three were four miles north of the city at Leonard's mill; it was said that one of the



Entrance to Woodland Cemetery in the late 1860's. Wagon taking casket into cemetery.

men while in St. Louis had occupied a room in which another had died of the disease, but Dr. Ralston and others denied that cholera was infectious in nature. There were deaths each week, with as many as fifteen in one day, up to September, when it disappeared.

Because of the unusually high water, many families were driven from the bottom lands and crowded themselves together in temporary homes. In one house on Vermont street eight died in three days time. In the week up to July 15 there were forty-five deaths, thirty-five from cholera. The next week there were fifty five. Many burials were from wagons and no accurate account of the burials was kept.

The wife of Judge Lyman Prentiss of Carthage died on a Monday and the grave was opened on Thursday for the husband. Dr. Stahl, earliest German physician here, lost his wife and child almost at the same time. Dr. Barlow rode out to visit a patient a mile east of the city, was caught there by the cholera and died. The mayor of Quincy, Enoch Conyers, was cut down by the dreaded disease. A Mr. Rusk, a prominent Odd Fellow, died of the cholera and was buried by his lodge. Charles Gilman, a lawyer of note and reporter for the supreme court, attended this funeral and died the next day.

President Zachary Taylor issued a proclamation calling for prayer throughout the nation on August 3, 1849. In St. Louis deaths were occurring at the rate of forty to sixty a day and here there were six in March, none in April, 15 in May, 12 in June, 139 in July and 114 in August.

This was, indeed, a most gloomy and depressed period in the history of the city. However, it wasn't all bad. The Adams county medical society was organized on March 28, 1850, and the Board of Health really had its beginning during the first epidemic with the Committee of Vigilance.

In 1916 when Jefferson street was being graded to the river, many bones of cholera victims were found and one alderman said that some city employees were selling these bones as animal bones to the rendering plants! Because of lack of regulations and the fear instilled by the epidemic, many persons were buried without burial permits, and some outside the cemetery, even along the river front. O.H.Browning wrote in his diary that he even dug one grave by himself and buried one victim.

The Market House

In 1836 a public question broke out with several years going by before it was settled. Where should the public market house be located? A part of the community wanted to see buildings such as the court house and the market house built on public ground and the ground left unenclosed, while others wanted such grounds enclosed for park purposes and the public buildings erected elsewhere.

This struggle had come up the previous year over the court house and now it came up again over the market house. In 1837 it was suggested that the market house be erected on the town square but many raised objections. After several meetings and much discussion an earlier suggestion was adopted to widen Maine street west of Sixth on the north side as far as the alley, twenty five feet, and on the south side as much as possible. Finally the committee reported that they could not purchase the land on Maine street and the matter was laid over for another year.

In the spring of 1840 a proposition was made to the county commissioners to sell a portion of the market lot at Third and Hampshire for enough to build or partially build a market house on the remainder of the lot. The question of ownership and control of public property lying within the city limits was the cause of much bitter and senseless strife for quite a while.

On February 27, 1841, the town council advertised for proposals for building a market house and grading the market lot on the northeast corner of Third and Hampshire. The plan adopted was for an open market house 100 feet long, 40 feet wide, with brick pillars 28 feet outside to outside and 14 feet high. It called for a flat ceiling and belfry on top with stalls modeled after the Cincinnati or St. Louis market houses, and it would be built 39 feet south of the north end



Market House No. 1 on the northeast corner of Third and Hampshire, erected in 1841.

of the lot and running on a line with Third street. This plan was accepted.

John Eppele was the first market master from 1844 to 1852; Eppele who was also a blacksmith, made the first carriage in Quincy, for Orville H. Browning. Farmers could bring their produce to sell to the merchants and city residents could make purchases from the produce displayed in the stalls. Butchers also leased stalls although the fishermen were forced to discontinue their displays in 1869.

The market house was razed in 1879 and replaced by the Quincy Fair or variety store of Julius Kespohl which opened there on May 31, 1879. The Fair in turn was replaced by the Quincy City Hall building at a cost of \$49,000 by Mayor James Bishop in 1887; Harvey Chatten was the architect.

FENCING PUBLIC SQUARE.

Wanted 350 mulberry posts and clear black walnut and pine plank, for fencing the public square, said materials to be delivered by the first of January, 1841.

Proposals will be received by the city council for the above, and for mechanics work on said fence until the 15th inst., according to specification to be seen in the Mayor's Office.

Proposals for posts, lumber and work, are requested separately.
S. P. CHURCH,
dec 12 clerk.

*Advertisement for the material
to erect a fence around Washington
Square in 1841.*

Adams County Courthouse

The first Adams county courthouse stood on Fifth street near the northeast corner of Fifth and Maine. On December 16, 1825, the county clerk ordered the sheriff of the county to offer to the lowest bidder the job of building a court house to be 22 feet long and 18 feet wide, of hewn logs 7 inches thick, two stories high and covered with oak clapboards four feet long. The courthouse was supposed to be completed by March 15, 1826.

The center of the upper story was to be made of sawed planks and two flights of steps in a plain manner. The work of placing the logs and building the stairways was let to John Soule, with Willard Keyes building the doors and windows and Levi Hadley the chimneys.

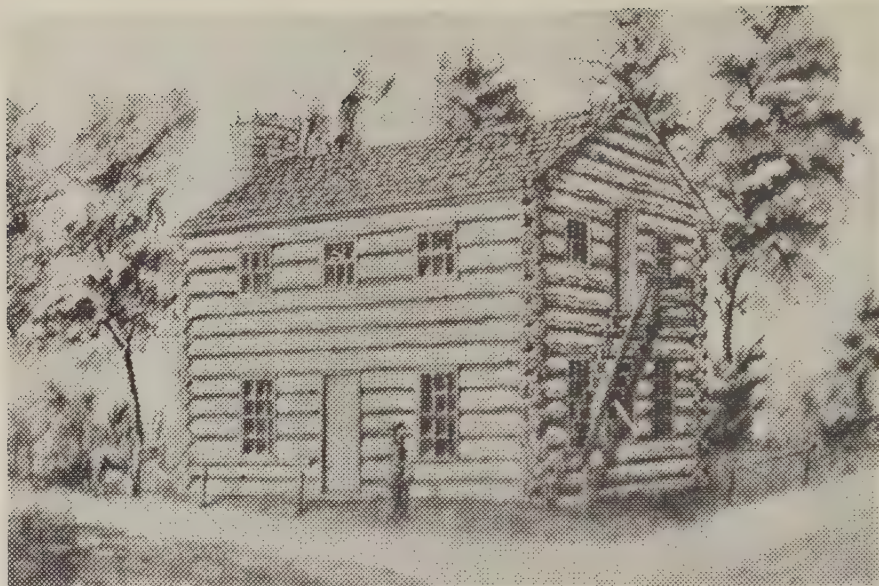
The building was convenient in those days for public use, being used for church, school, lectures and political purposes. The upper story was used as a clerk's office, lawyer's office and sometimes as a carpenter shop.

This first courthouse was destroyed by fire in the winter of 1835 while its successor, a new brick building, was being erected. The Illinois Bounty Land Register of December 11, 1835, described the fire as a "splendid spectacle" and said there were no regrets.

Only a year before a crowd of spectators saw the murderer Ben-net descend from the upper story, seat himself on his coffin in a wagon and ride to his hanging in a deep ravine near the southeast corner of Fifth and Broadway, probably in Jefferson Square.

The location of the second courthouse, on Fifth between Maine and Hampshire, was decided upon March 29, 1829, and in September of 1836 the commissioners invited bids. This second courthouse was completed during the fall of 1837.

In 1840 Joseph Jefferson set up a theatre in this courthouse and



The first Adams County courthouse, northeast corner of Fifth and Maine, destroyed by fire in 1835.

a year later Stephen A. Douglas presided here as circuit judge. Abraham Lincoln was welcomed to Quincy on the steps of this building and during the bitter days of the Civil War both Unionists and Copperheads held open meetings in its hall. All the famous lawyers and politicians of that day were heard here, including William A. Richardson, Orville H. Browning, Col. I. N. Morris, Gen. Benj. M. Prentiss, Abraham Jonas and General James W. Singleton. The first tidings of the attack on Fort Sumter were announced here and the Rev. Signey A. Rigdon, Mormon disciple, preached here.

However, on January 9, 1875, the familiar cry of "Fire" sounded out again and aided by a north wind the old courthouse was almost gutted. Actually by the time of the Civil War the building had served its purpose and the people knew it should be replaced.

Now the supervisors met and held hearings to determine if a new courthouse should be erected on the site of the old one, on Fifth between Maine and Hampshire, or in a new location. Many thought the noise of the downtown area was bad when trials were in session and favored moving to a different site.

The first proposal was to use Washington Park. This wasn't the first time that the square had been considered for a public building. At the close of the war there had been a move to bring the state capitol to Quincy and put the state house in the square!

Sites offered for consideration included Washington Square, Jefferson Square, John Wood's place, the Bushnell property at Eighth and Hampshire, the market square at Ninth and Hampshire, and the corner of Twelfth and Maine, owned by the Board of Education.

On December 4, 1826, the south half of Jefferson Square between Fifth and Sixth, Vermont and Broadway, had been reserved for a burial ground and the north half for a school. A ravine intersected the square and a pond was used for ice skating in the winter. The cemetery didn't last long, for the bodies were soon transferred.

The old North or Jefferson school, put up here in 1840, was in a very run-down condition and the Board of Education knew that it would have to be replaced. As a result they were interested in selling out to the county commissioners; however, the price they wanted



The second Adams County courthouse, erected in 1835 and destroyed by fire in 1875. Many of the noted names of history spoke here including O. H. Browning, and Wm. A. Richardson; Abraham Lincoln stood on the steps here October 13, 1854 to receive the welcome to Quincy.



The third Adams County courthouse erected in Jefferson Square between Fifth, Sixth, Vermont and Broadway in 1876, and partially destroyed by the tornado in 1945.

\$30,000, was a little steep. In a surprise action the board first voted to build in Washington Square, but the land owners around the square obtained an injunction from Judge Chauncey Higbee and this failed. Some people opposed the Jefferson Square location, for there had long been a question on what rights the county had there. However, on October 1, 1875, a deed to the north half of Jefferson Square was

executed and the supervisors accepted the plans of architect John McKean of Quincy for a new courthouse to cost in the neighborhood of \$260,000. Ground was broken on March 20, 1876, and construction started.

Captain Eads, builder of the famous bridge at St. Louis, approved the plans although this didn't settle the controversy of putting the prisoner cells in the basement. Also some thought there should be towers instead of a dome.

The building was 105 feet by 175 feet, two stories and a basement, with a dome extending 90 feet above the roof. The style was of the Corinthian order, with brick faced with cut stone and with four towers and four small turrets.

There were four entrances to the first story, each door being eight feet wide, and a hall ten feet wide running through from north to south and east to west. A spacious stairway led to the dome. The first story of the dome was 33 feet in diameter and the lantern at the shaft of the dome was five feet six inches through.

The building was dedicated by Mayor John Steinbach on July 4, 1876, with arrangements handled by the Free Masons of the city. The initial cost of the building was \$219,644.15, to which was added \$6,450.00 for the iron fence around the grounds; the fence was donated as scrap iron during World War 2. Pavement inside the square cost \$1227.03 and sodding \$648.10.

The courthouse served the county well until the tornado that struck Quincy during the night of April 12, 1945, damaging the structure to the extent that it had to be replaced.

The Three R's

Because the first schools in Quincy, before the establishment of the public school system, were private or church schools, it is really difficult to say which one was "the" first one. Mrs. Robert Benne-son wrote that the first school was on the northeast corner of Fifth and Jersey, also used by the Methodists, and evidently the old Safford church school attended by Daniel C. Wood.

Henry Asbury wrote that in 1827 a group of citizens purchased from the county a lot for \$8 on which to build a school near the corner of Third and Hampshire on the bluff; about twenty-five children attended this school taught by Wesley Williams.

Another said the first school was in the Lord's Barn taught by a Mr. Burnham who had been hired by Willard Keyes. The 1879 history of Adams county says that a Rev. Jabez Porter opened a school in 1827 in the old log court house at Fifth and Maine.

A contract was usually made with the teacher to receive a certain amount per student and then to live one week with each family. Few books could be obtained and the furnishings of the room were the very bare essentials, and although they were very poor according to the standards of today, those little one-room schools probably satisfied the parents of that day, at least until some began to see the need for more education.

In December of 1840 the city council ordered the building of a school on a lot in block 30, on south Fifth between York and Kentucky, on the east side, to be called the South school and one on the north side of Jefferson Square to be called the North school.

This first South school, or Franklin as it was later called, was a building 40 x 60 feet, two stories high, with one room on each floor in the beginning. There were two teachers in each room, one at each end of the room hearing classes at the same time.



The second Webster school building erected just west of the present school of that name.

In April of 1847 the city of Quincy was organized into school districts under the control of the city authorities, by a law of the state legislature, and Isaac M. Grover, a young attorney, was chosen superintendent of schools. A third school, Webster, was not opened until the fall of 1855 on the corner of Twelfth and Maine, and it was two years later before Irving school and a colored school in a hut on Oak street were placed in operation.

Hope S. Davis became the second superintendent of schools in Quincy from 1856 to 1858 and again from 1860 to 1864. He graded the schools into three departments, high, intermediate and primary, with separate teachers for each branch.

There was a small blackboard in the Webster school, but none at Franklin or Jefferson; the seats ran lengthwise of the rooms, with the ones for the big boys and girls at one end and elevated above the others. There were no definite classes according to one historian, except in reading and spelling.

However, there were the so-called blue laws, providing that the

students should report at 8:45 to the building with the doors to open at 9. Finally the superintendent secured permission from the city council to put partitions in the rooms, making four rooms in each building, with the old seats removed and new ones put in. Blackboards were installed and finally textbooks adopted for each grade.

However it was an up-hill battle for improvements with various factions of prominent citizens opposed to appropriation of money for the schools. During the winter of 1860-61 Hope Davis, along with a Mr. Marcy, drew up a law for organizing the board of education of Quincy and submitted it to the state legislature for passage.

The first Board organized under this law consisted of Thomas Jasper, president, Hope S. Davis, superintendent, John W. Brown, clerk, and George I. King and A. W. Blakesly. The Board leased

The second Franklin school building, destroyed by fire at the turn of the century.





The Methodist German and English College on Spring between Third and Fourth, erected in 1855, and later purchased by the Board of Education and used as Jefferson school.

the old Unitarian church building on the southeast corner of Sixth and Jersey and called it the Centre or Center school. Here the first high school was organized in September of 1864, moving in the fall of 1866 to Willard Keyes' Quincy Academy on the corner of Eighth and Vine, later location of Jackson school. This building was purchased by the Board for \$12,000.

After the Civil War it soon became evident that there was a need to enlarge the school buildings but because of the financial condition of the Board and the city, this was delayed until 1869 when plans were started for a new Franklin school. This building, planned by Robert Bunce, cost \$33,000 and had two stories with four rooms on each floor, with a tower on top. The fire of February 16, 1905, destroyed this structure.

When the second Franklin school was opened in 1870 the high school division was moved to its top floor, with Prof. A. W. Starkey as principal. However, by 1890 it became evident that some other provision would have to be made for the older boys and girls, and architect Harvey Chatten was told to draw up plans for a new building to be erected on the southeast corner of Twelfth and Maine streets. A two story school, 66 by 66 feet, with a tower on the west side, costing about \$32,000, was opened on June 17, 1892, and an addition was added in 1905.

In 1850 Charles Leavitt erected what was then considered one of the finest homes in Quincy on the northwest corner of Eighth and Vermont at a cost of \$10,000. Leavitt sold this two story, four room house in 1854 to James W. Singleton. A year later Singleton sold it to Charles B. Lawrence for the sum of \$10,900. Lawrence moved to Chicago in March of 1856 where he became a member of the Illinois

Supreme Court and offered it to Sylvester Thayer; when Thayer was ruined in the financial crisis of the late 1850's the property was returned to Lawrence.

On March 13, 1863, the Quincy Whig reported that Joshua Wood of the firm of John Wood and Co., bankers, had purchased the property from Judge Lawrence for over \$12,000 for the Rt. Rev. Henry D. Juncker, the first Bishop of Alton, Illinois, who had plans to transfer the Diocesan seat to Quincy.

The house had three rooms on the first floor and two on the second by this time, with a well-kept orchard extending a half block north on Eighth street and an extensive lawn and garden area.

The Jos. Mast Building on the southeast corner of 8th and Maine, home of the Franciscans and the first Quincy College, in 1859-1860.





A pen sketch of the original building on the northwest corner of 8th and Vermont the beginning of Notre Dame High School.

In 1859 the Rev. Mother Caroline of the School Sisters of Notre Dame had been urged by Bishop Juncker to assume charge of St. Boniface school in Quincy and on January 1, 1860, the Sisters had arrived here; in 1861 another group of Sisters also opened the St. Lawrence O'Toole school, now St. Peters.

On May 19, 1866, three Sisters of the Poor of St. Francis arrived in Quincy for visiting nursing and social work, and on August 13, 1866, a temporary hospital of 12 beds was opened in the home of Bishop Juncker at Eighth and Vermont. The following March the hospital moved to the third floor of the old St. Boniface school on Maine street just west of the church.

The Bishop then suggested that the Order of Notre Dame purchase the Eighth and Vermont street property and open an institute for higher education of girls. This was done on September 1, 1867, and called the Convent School of the Infant Jesus. Various additions were made to the original property and in 1873 the state legislature chartered the school as St. Mary's Institute, with the name changed to St. Mary's Academy in 1910, and Notre Dame Academy in 1924.

The various histories of Quincy and city directories give the name of the building located on Spring between Third and Fourth, now the location of Jefferson school, as Quincy College, the Methodist College, and the German and English College. Actually this school was organized by the Methodists with the first classes held in the building on September 12, 1856, and before that being held in the basement of

the Methodist church on the south side of Vermont between Fifth and Sixth while the large building was being constructed.

James F. Jaquess, Colonel of the Preacher's Regiment during the Civil War, was the first president and the college served its purpose until the building was sold to the Quincy Board of Education in 1875. At that time, the John Wood mansion at Twelfth and State was purchased and the name of the school became Johnson College, then Chaddock College, and today Chaddock School for Boys.

Today we know the college at Eighteenth and College avenue as Quincy College but in the beginning it was known as St. Francis Solanus College. It had its beginning in the Joseph Mast, three-story building on the southeast corner of Eighth and Maine in 1859-1860 while the first college building was being constructed on the present

D. L. Musselman conducted night writing classes in this building midway of the block on the south side of Maine between Fourth and Fifth in 1869.





The beginning of Musselman's Gem City Business College on the third floor of this building between Fifth and Sixth on Maine.

campus. At the time the first St. Francis church was on the northeast corner of Eighteenth and Vine (College) and the original college building placed next to it; later the church moved to Seventeenth street and the college occupied that space.

The Gem City Business College was started in the Benneson block on the south side of Maine between Fifth and Sixth, 508-510 Maine, by D. L. Musselman and Granville L. Howe in 1870. Musselman was living on the south side of Spring four doors east of Second and Howe at 231 North Fifth. They had just bought out the old Stratton, Bryant and Bell Business College in the Concert Hall (Flach-Merssman) building on the southeast corner of Fifth and Maine.

Musselman was born in Fulton county, Illinois, coming to Quincy in 1867. He had served three years in the Civil War in the Union army and then went to Chicago for study in a business college. He became a teacher in Eastman's College for a year before changing to Bryant, Stratton & Bell's school in Chicago. When he first came to Quincy, he taught penmanship in the Methodist College at Third and Spring, at night in rooms on the south side of the square. An advertisement in the Herald of May 31, 1867 called him a card writer and said he held his writing class in the Ladies' Room of the Commercial College; in November that year another advertisement appeared for Bowen and Musselman at the Commercial College.

The Musselman building, home of the Gem City Business College in more recent years, was erected on the southwest corner of Seventh and Hampshire in 1892 at a cost of \$100,000 and has recently been razed. D. L. Musselman, father of D. L., V. G. and T. E. Musselman, who continued the school, died June 16, 1910.

Orville Hickman Browning

Orville H. Browning, one of Quincy's most illustrious citizens, eminent lawyer, state legislator, congressman, United States Senator, cabinet minister, and friend of Abraham Lincoln was born in Harrison county, Kentucky, February 10, 1806. He attended college but was compelled to abandon his proposed education because of financial difficulties in the family. He studied law and was admitted to the bar in Kentucky. In 1831 he arrived in Quincy, penniless and unacquainted, and started to practice law.

In 1832 Browning served in the Black Hawk war. In 1842 he was elected to the general assembly, and the following year was defeated by a narrow margin by Stephen A. Douglas for the United States senate; the campaign was so strenuous that both candidates broke down physically just before the election.

Upon the death of Douglas, Governor Yates appointed Browning to fill the unexpired term, bringing him to Washington for the special session of 1861 and the regular session of 1861-1862. He was succeeded by Senator William A. Richardson, who had defeated Browning in the election of 1862.

As stated, Browning was a close friend of Lincoln who stayed overnight at the Browning home at Seventh and Hampshire in Quincy on the occasion of the Lincoln-Douglas debate of October 13, 1858. His first home was a log cabin on this corner where Mr. and Mrs. Browning lived until 1844. Then they erected a handsome brick structure, with large columns in front; this building burned in 1904 when it was the home of the Conservatory of Music. Browning's third home was at Eighth and Spruce, built during the Civil War while the Brownings were in Washington.



Orville Hickman Browning, Senator, Secretary of the Interior, confidant of Abraham Lincoln, friend of Andrew Johnson, and successful attorney for the C. B. & Q. Railroad.

Browning had hoped to be appointed to the bench of the United States Supreme Court but President Lincoln was afraid of criticism because Browning was also from Illinois. After the death of Lincoln he was appointed by President Andrew Johnson to the cabinet as Secretary of the Interior and also served several months as Attorney General.

Browning's term expired March 4, 1869, and he returned to Quincy where he was elected to the State Constitutional Convention of 1869-1870, and his influence was responsible for the adoption of the important principle of Minority Representation.

He was a law partner of Nehemiah Bushnell, who died at an early age, and represented the C. B. & Q. railroad in many important cases.

Historians lay much stress on the correction offered by Browning of Lincoln's first inaugural address. He was a finished orator, and

was called upon to speak on many occasions and usually took a definite stand, with the exception of the second election of Lincoln, when it is known that he had his doubts of the wisdom of this action.

Browning amassed quite a considerable fortune during his lifetime only to lose it all just a few weeks before his death on August 10, 1881. The Brownings had no children of their own, and had adopted a little girl, Emma Lord, whose father came from Augusta. Emma met a young attorney, Orrin Skinner, of New York, and married him, only to learn too late that her husband has a record of "skinning" people right and left. Skinner served time in both English and American prisons before his death in 1896.

Mrs. Browning, left with many bills to pay and an estate tied up in the courts, was forced to become the operator of a rooming house at 610 Jersey where she died in "poverty and shame" on January 23, 1885. Emma continued to run the rooming house until she died

The third residence of O. H. Browning at 8th and Spruce.



six months later on June 18, 1885. She had been born just across the street on the north side of Jersey, April 8, 1848.

In his address to the Adams county bar association after the death of Browning, James W. Singleton remarked that his friend was an outstanding lawyer, not only in Adams county and Illinois but nationally as well, and far more important to the history of all three, was a close friend of the martyred president. "He gave his loyalty when others had merely criticism to offer."

The Opera House

In the early days of Quincy traveling dramatic troupes, such as that of Joseph Jefferson, set up their theatre in the Adams county courthouse on Fifth street, for want of a better hall for that purpose. Later the hall in the Kendall building on the southwest corner of Sixth and Maine was used and then the one on the third floor of the Flach and Merssman building on the southeast corner of Fifth and Maine was available. During the Civil War Nathan Pinkham converted a livery stable on the north side of Maine between Third and Fourth into Pinkham's Hall and used traveling attractions.

The northwest corner of Sixth and Maine, actually a part of a ravine that ran down Sixth street, during the Civil War was the site of Amos Green's lumberyard; earlier, in 1830, Robert Gardner had served an apprenticeship in the Edward Turner machine shop here. Then the ground was purchased by the members of the I. O. O. F. and when they couldn't find a purchaser, they offered the corner for the erection of a building with the provision that they be given a "lease for life" on one floor. This offer was taken up by a group of men headed by James D. Morgan, known as the Opera House Company.

Robert Bunce was the architect of the building that was to cost more than \$100,000, and was opened on May 5, 1868. The building occupied 70 feet on Maine street and 123 feet on Sixth street, with the entire height to the top of the turret of 92 feet. The style of the building was Renaissance, topped by a mansard roof 12 feet in height. There were two basements with the furnace in the lower room.

The fourth floor was not finished at the time the building opened and the idea of making it into an observation tower was soon dropped; the third floor was divided into three large halls and six ante-



The opera house on the northwest corner of Sixth and Maine in 1878. Note the horse cars drawn by Missouri mules.

rooms for the Odd Fellows lodges. The three halls could be thrown into one large room.

The opera house was on the second floor and was reached by two broad staircases, one 12 feet wide from the east and one 7 feet wide from the south; a hall 8 feet wide ran the length of the west side of the second floor and contained the ticket office.

In the beginning there were three stores on the main floor with the Woodruff and Pfeiffer book and music store in the center. The plate glass was imported from France for the windows.

The Opera House auditorium was 80 x 50 feet and over 30 feet high; the upholstery of the seats in the orchestra and gallery was green enameled duck. The dress circle accommodated 525 persons, the family circle held 400 and the orchestra chairs 250 with the proscenium box 25 more. There was standing room for at least five hundred more.

The first manager of the opera house was Addison Langdon,

publisher of the Quincy Saturday Review; later Langdon turned the job over to Cy Hilborn and W. H. Moore, and in 1880 Dr. P. A. Marks became the manager, remaining until 1889, when John M. Schoeneman took over.

Among the attractions appearing here were the Theodore Thomas orchestra, the Patrick Gilmore band, the Grand Italian Opera Troupe, Jules Levy, Parepa Rosa, Ole Bull, Edwin Book and many others.

During the summer of 1869 K. K. Jones took over the controlling interest and added major improvements, converting the lodge rooms into supper rooms and dressing rooms. A dancing floor was built by Larksworthy and Burge that could cover the seats and connect with the stage.

In 1885 Andrew Doerr leased the three storerooms for his dry goods store and on June 11, 1888, purchased the entire building, redecorating the entire building. For six years he booked his own attractions with Dr. Marks as manager, and Johnny Jasper and John Schoeneman back stage.

George Gauweiler had been the leader of the opera house orchestra, but when he left to join the Adam Forepaugh circus band, Carl Gardner and Pierre von Olker took over the musical duties.

At the close of the 1894 season the directors of the new Empire theatre made Doerr an attractive offer if he would close his theatre for at least five years and he agreed. He then converted the opera house space into what was one of the finest dry goods stores in the midwest. Doerr died at his home at 519 Oak on April 22, 1914.

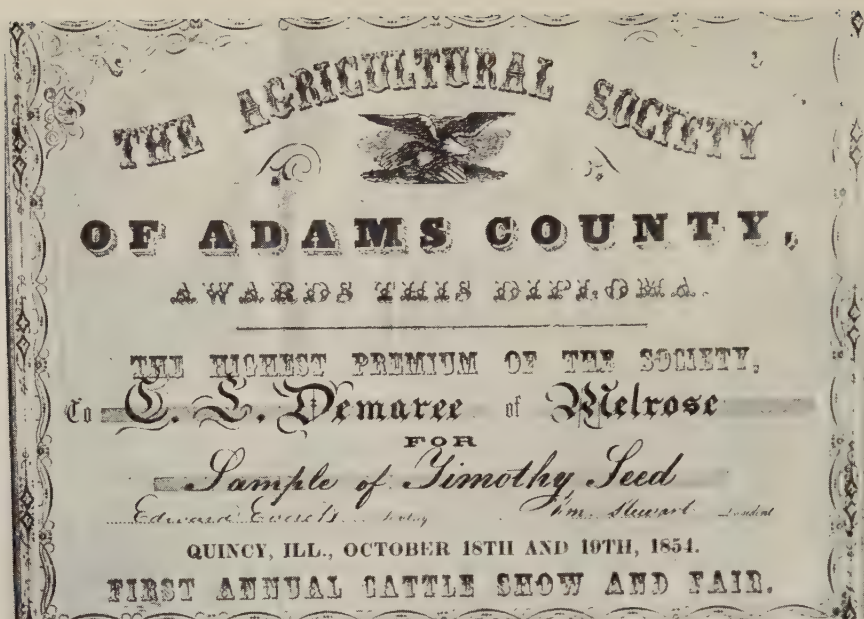
Come to the Fair

Quincy had had fairs before the Civil War but it wasn't until the winter of 1866-67 that a number of prominent citizens became interested in bringing the Illinois State Fair to this city. General James W. Singleton agreed to organize a fair association, purchase grounds, erect suitable buildings and try to bring the big show to Quincy. The state legislature was in session at the time and he secured the necessary permission from them. The Adams County Agricultural and Horticultural Association was formed, with Singleton as president and shares of stock were sold at \$7.50 a share.

On April 30, 1867 the Association purchased ground at Thirtieth and Maine from John Wood, W. A. Richardson, C. W. Lyman, T. T. Dwight and I. O. Woodruff. The 80 acres cost \$14,500 and Singleton was given orders to carry out the wishes of the state regarding the buildings needed. The state put up the club house, which could be used as a hotel, at a cost of \$80,000, and spent another quarter of a million to equip the grounds. George Raby was the local architect.

The club house was capable of feeding 3000 persons and lodging about 200; it was a completely equipped hotel with a large reception room, dance hall, banquet rooms and floral or exhibition hall in the west wing covering some 21,000 square feet. The east and west wings were later removed. The club house was built entirely without nails.

The race track, one of the finest in the country, was in the shape of a figure eight, allowing contestants to alternate between inside and outside. This was of special interest to Singleton, for he owned and raised some of the finest race horses in the country on his stock farm, Boscobell, and his "Silverheels" was known for his track time. The amphitheatre could seat 10,000 persons.



A diploma given at the first Adams County Fair, October 18-19, 1854.

The 15th Illinois, which had been staged before in Chicago, Jacksonville and Centralia, now opened on September 30, 1867, in Quincy and ran through October 4th. It had competition in downtown Quincy where the very outstanding musical play "The Black Crook" was drawing huge crowds at Pinkham Hall. This was the stage production that introduced what we know today as the "chorus girl" to America.

Addison Langdon printed a 14 page program of the fair listing all the contests and premiums offered. Extra trains and steamboats were bringing visitors from as far away as Chicago and St. Louis and the newspaper protested that the omnibus fare of 50¢ out to the fairground was exorbitant and it was dropped to 25¢.

Midway of the fair the rains came, to put an end to the constant complaint over the dust, while 5,000 were on the grounds. Gates receipts for the fair easily totaled \$25,000.

The Zouave Brass Band from Springfield appeared in the amphitheatre and blooded cattle and stallions were on display daily. The exhibition hall contained samples of vegetables and fruit while tents south of the hall had sheep, cows, horses and farm machinery. However, the main feature was horse flesh.

The city was crowded with people who came solely for the racing. The announcement of a trotting race by the Iowa horse "Kirkwood" attracted immense crowds, and many were the wagers made over the

To-Day's Advertisements.

NATIONAL HALL

Grand Opening.

Engagement of the celebrated

**ATHLETE, GYMNAST, AND KING OF
TIGHT-ROPE ARTISTES.**

MR. JOHN DENIER,

Who will appear this

SATURDAY Evg. Sept. 28, 1867,

IN HIS

GRAND AND ORIGINAL ACTS,

INCLUDING THE

**NIAGARA LEAP,
NIAGARA LEAP,**

**CLOWN ON STILTS,
CLOWN ON STILTS,**

**BRAZILIAN APE,
BRAZILIAN APE,**

SPHYNX! SPHYNX! SPHYNX!

**Shadow Pantomime,
Shadow Pantomime.**

New Advertisements.

STATE FAIR

AT

QUINCY!

Sept. 30th to Oct. 5th, 1867.

Reduced Fare and Extra Trains!

EXCURSION TICKETS

To Quincy and Return, sold at all Stations of

Chicago, Burling'n & Quincy R.R.

At 60 per cent. of Regular Fare.

During the week of the Fair, Extra Trains
will run as follows:

GOING TO QUINCY.		RETURNING FROM Q'CY.	
Leave		Leave	
Bushnell	7:30 a.m.	Quincy	6:09 p.m.
Bardolph	7:42 "	Clloia	6:21 "
Macomb	8:03 "	Fowler	6:30 "
Colchester	8:20 "	Paloma	6:38 "
Tennessee	8:25 "	Coatsburg	6:45 "
Colmar	8:45 "	Camp Point	6:58 "
Plymouth	8:58 "	Keok. June	7:14 "
Augusta	9:10 "	La Prairie	7:22 "
Keokuk June	9:30 "	Augusta	7:41 "
Camp Point	9:48 "	Plymouth	7:52 "
Coatsburg	10:13 "	Colmar	8:07 "
Paloma	10:19 "	Tennessee	8:25 "
Fowler	10:28 "	Macomb	8:32 "
Clloia	10:35 "	Colchester	8:33 "
Arrive at		Arrive at	
Quincy	11:00 "	Bardolph	9:15 "
		Bushnell	9:30 "

H. Hitchcock, Ass't Sup't, ROBERT HARRIS, Gen'l Sup't.

se:5d1w

WHEELER,

Of No. 40 Fourth-st., Dealer in

DRY GOODS



The club house at the fairgrounds, erected for the State Fair. Note the iron dogs, originally at Boscobell.

outcome of the race. Each day saw a trotting race and a running race.

The fair was a huge success, yet the officers of the organization were not satisfied. They felt the fair should not be converted into a horse race. All contests as such were then abolished and horse racing was omitted from the 1868 program.

The 1868 fair opened on the grounds on September 22, 1868, and was far from the success the first fair was. The exhibition hall was the center of interest with a portable steam engine the center of attraction. The horses still attracted many until the rains came and the mud almost ended the fair ahead of time. Now the association had bills to pay and almost no money to pay them with. The stockholders with the possible exception of Singleton were discouraged and the fairgrounds were sold to satisfy the claims.

At a foreclosure sale Clarke Chatten purchased the grounds and plans were started for a great Mississippi Valley Fair for the following year managed by Maitland Boone, manager of the Quincy House. This and other horse fairs held in succeeding years were not successful and after the death of Chatten in 1874 the grounds were sold to James W. Singleton, who announced that he would reconstruct the clubhouse building into a first class hotel, with apartments and dining

hall, etc. Other changes were made on the grounds and Quincy now had an amusement park.



Medal awarded the F. W. Jansen Furniture Co. of Quincy during the 1867 Illinois State Fair held here.

James Washington Singleton

James W. Singleton was born November 23, 1811, at his father's estate in Frederick county, Virginia; his father served in the Revolutionary War and the War of 1812. Singleton was related to George Washington on his mother's side. He attended Winchester Academy where he studied medicine. At the age of 19 he moved to Indiana where he lived three years before moving on to Rushville.

Singleton studied law from books borrowed from an attorney in Hannibal, was admitted to the bar in 1838, engaged in farming and conducted a small general store. He was twice elected to the state legislature from Brown county and also to the Constitutional Convention of 1848. He was married three times.

In 1854 he purchased the Charles Leavitt home on the northwest corner of Eighth and Vermont in Quincy; in 1857 he lived on Ohio just west of Third street. In 1854 he was defeated in his bid for the office of mayor although two years earlier he had been considered in some quarters for the governor of Illinois. He served in the legislature from 1850 to 1854 and from 1860 to 1862. Singleton, Orville H. Browning and Abraham Lincoln signed the call for the Whig convention of November 29, 1851; his third wife was a cousin of Mr. Lincoln.

He practiced law until 1860 and was involved in many railroad deals. He became president of the Quincy, Alton and St. Louis road and was instrumental in getting the Northern Cross railroad through from Meredosia. During the Mormon difficulties he was commissioned by Governor Thomas Ford, a Brigadier General of the 4th Brigade, 5th Division, Illinois Militia, and was in charge a short time.

On October 16, 1862, he purchased the farm on Columbus road,



General James Washington Singleton, member of congress, friend of Lincoln, race horse fancier, owner of Boscobell, and later Singleton Park at 30th and Maine.

just east of the city on the old Cannonball trail, from the Rev. R. W. Blatchford. The house had been built by the wealthy Quincy merchant, D. G. Whitney in 1837. The elaborate 25 room mansion had been put up by contractor Robert S. Benneson. Boscobell, as it was known, was a two story structure, the showplace of the 1880s, surrounded by a grove of elm trees, about a mile north of Thirty-Sixth and Broadway.

A winding drive lined with shade trees led to the house, situated in the center of the 640 acre farm. The brick came from Pittsburgh by boat and the cost reached six figures; Whitney, like Singleton, had been known for his lavish hospitality, although he lost his wealth in the panic of the 1850s resulting in the closing of the Flagg and Savage bank in Quincy.

The iron dogs that were a part of Boscobell, later graced the terrace of the mansion at Singleton park, and when Baldwin park became a high school campus they were purchased by A. W. Nieman, 2315 Aldo. Boscobell was actually a successful stock farm and Singleton was known for his live stock and racing horses. In 1882 Singleton sold part of the grounds to J. D. Donavan and the palatial home to Wm. T. Dowdall of Peoria on September 4, 1889. Boscobell burned September 10, 1890 at a loss of \$20,000.

In 1860 Singleton was elected to the general assembly from Adams county but was defeated in his bid for Congress in 1868; he was elected to the Congress in 1878 and 1880. In 1884 he was defeated, partially as a result of an interview given Leaton Irwin for the Chicago Times.

Browning, a close friend of the General, said that Singleton took credit for the defeat of McClelland although he did not always agree with Lincoln and was an outstanding Copperhead. He made several trips to Richmond, supposedly to see President Davis on peace feelers for Lincoln, and also to arrange to purchase tobacco and cotton. On the evening of April 14, 1865, he sought to obtain another interview with Mr. Lincoln but was told to return the next morning for the president had a theatre engagement.

After the war Singleton divided his time between politics and his stock farm and the Park. With the improvement of the grounds the fairs were more successful under the supervision of the General. The grounds of Singleton Park were used for many purposes, the most unusual, probably, as the winter quarters for the W. W. Cole Circus in 1874 and 1875, when visitors might view the animals at feeding time during the winter months. The park was a money maker until the political power of the General began to slip. He had always believed in the theory of easy-come, easy-go, and was always a gracious

host. However, when he lost his last bid for congress he started to slip financially and began to sell parts of the park or fairgrounds. The day that Thomas S. Baldwin made his parachute jump at Singleton Park on July 4, 1887 was probably the beginning of the end for Singleton and his era.

Singleton moved to Baltimore in 1891 to live with his daughter, Mrs. Francis Thomas, and died there on April 5, 1892 at the age of 81. The General is buried at Winchester, Virginia.

Thomas S. Baldwin

On July 4, 1887, Thomas S. Baldwin made his famous parachute jump from a gas balloon over Singleton Park before a record crowd; the balloon was recovered the next day near Perry. This was the second jump made by the twenty-seven-year-old gymnast, the first being earlier that year at San Francisco; his next jump was at the park on September 2 the same year.

On that hot day in 1887 Singleton park had competition from Highland park and the crowd was divided. The popularity of the park had already begun to wane. Singleton had already sold thirty acres off the east end of the original seventy-five acre set-up and the figure 8 race track was now an oval.

It has been said that Tom Baldwin was born in Quincy on June 30, 1860, although there is some question, some thinking that it might have been in Marion City, Missouri. He had his beginning with the George W. DeHaven circus as a gymnast in 1875.

Now in 1887 he was the hero of the country and the many amusement parks were bidding for his services and offering fabulous prices. On December 7, 1887, Baldwin married Miss Caroline Pool, daughter of a real estate man, with Duke Schroer as the best man. Schroer, later city clerk of Quincy for many years, was a reporter on the old Quincy Journal, writing most of Baldwin's contracts.

Baldwin's first European tour in 1888 made a record \$65,000; he made a special jump for the prince of Wales and was given a diamond ring by the prince, later Edward, king of England. After two world tours Baldwin came home prepared to talk business with Singleton.

On September 24, 1891, Baldwin purchased the remaining 32



Major Thomas Baldwin, U. S. Army, balloonist, aeronaut, owner of Baldwin Park.



The Quincy city band, A. C. Fischer, leader, playing at Baldwin Park.

acres of fairgrounds and buildings for \$18,000, and erected a twelve-foot board fence around the entire park at a cost of \$1200, moving the old floral hall to the southwest corner of the grounds. A large amphitheatre was built southwest of the club house, fronting on the mile track, and a baseball diamond was laid out, and a theatre constructed. Bowling alleys were installed along the Maine street side and a new grandstand erected for the race track. Frank Chamberlain was president of the park, Duke Schroer was vice president and Baldwin secretary and treasurer. Ivy Yates Baldwin, who had been adopted as a brother and taken to Japan the year before, now arrived to run the saloon on the grounds. Comic opera companies gave performances during the summer season from Decoration day to Labor day, and anyone wishing to remain all summer could find lodging at the clubhouse.

The park had an entrance gate at Thirtieth and Maine and another at Thirty-Fourth and Maine where the street cars loaded and unloaded. The back of the track was lined with stables for the horses and many of the famous trotters of the country made their appearance on this track. Electric cars ran to and from the city every eight minutes and the healthful mineral waters here were the best in the west!

When Baldwin was traveling around the world making balloon

ascension and parachute jumps Mrs. Baldwin ran the park. In 1905 B. W. Patrick and Wiley McConnell, operators of the Bijou theatre, rented the park during the summer months calling it the Baldwin Wonderland Amusement Park. About 1910 George Osgood leased the park for three years and many innovations were seen here, including one of the early airplanes, a head-on crash of two mammoth locomotives, and a race between Barney Oldfield and an airplane, the latter flown upside down. Barney, a cigar clamped between his teeth as usual, claimed the plane cut corners and won the race unfairly! Until the park was disposed of in recent years it was the scene of many a circus, including the great Barnum and Bailey, and Ringling Bros. Circus.

With the decline in interest in the parachute jump, Baldwin became interested in balloon racing, appearing at the St. Louis World's Fair of 1904 and similar events. In 1908 he built the first dirigible for government use and in 1916 was in charge of the army flying field at Atlantic City.

On May 17, 1923, just before leaving for another European trip, Major Baldwin succumbed to pneumonia in Buffalo, New York and died at the age of 63. He was buried with full military honors in Arlington National Cemetery.

Mrs. Baldwin had leased the park in 1920 to the Adams County Fair Association, reserving a room in the east wing of the club house for her residential quarters, and was living there when the building was destroyed by fire the night of July 29, 1922.

Horse racing at Baldwin Park in front of the grandstand.



Balloons

The balloon ascension by Tom Baldwin in 1887 wasn't the first time that Quincy had seen such an event. The first ascension made in Illinois was by Silas M. Brooks, who then made other flights including one in Quincy on October 24, 1855.

Other early balloon ascensions were made from open areas in Quincy, including one from Washington Square on the afternoon of the Lincoln-Douglas debate, October 13, 1858. On July 4, 1864, Professor Steiner made another ascension from the public square, landing in the bottoms between the river and Lima Lake, and spent five hours working his way out of the woods.

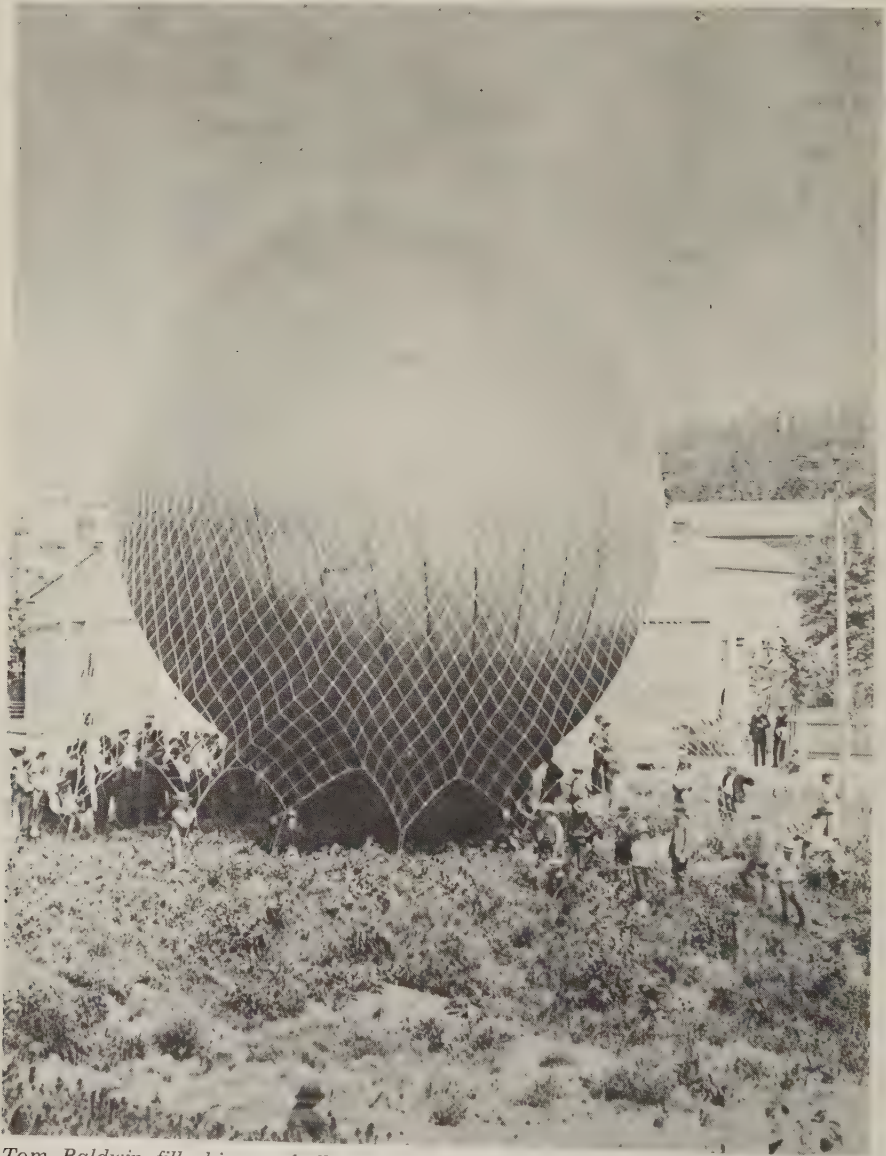
Baldwin, of course, made probably more ascensions in Quincy than anyone else. The balloons were usually filled from the gas main on the southeast corner of Twelfth and Jersey or at Tenth and York. Baldwin and his brother made balloons in a balloon factory here for several years selling them to others around the country. Ascensions were also made from Highland park and Sherman park across the river.

One attempt for distance was made by a Colonel Charles Cooey, president of the American Federation of Aero Clubs. The balloon was to have been filled from the main at Twentieth and Jersey but the neighbors there objected fearing that without fences their lawns would be trampled by the crowds. This balloon, the largest made to that date, June 1, 1908, landed at Clear Lake, South Dakota.

Another balloon ascension for distance was made on May 9, 1910, from the "common" at Twentieth and Maine by the famous balloonist, A. Holland Forbes, who with a companion, fell near Glasgow, Kentucky.

The great boom in balloon ascensions or exhibitions did not

start until Baldwin's developement of the flexible parachute, and the use of the hot air balloon, much better suited to parachute drops. With the bas balloon the aeronaut tied open the gas valve and hoped the balloon would not drift too far for recovery. With the hot air balloon, after the jump, the bag tipped up, allowing the hot air to escape, and the bag fell to the ground.



Tom Baldwin fills his gas balloon from the main at 12th and Jersey the morning of July 3, 1887, prior to the parachute jump the next day at Singleton Park.



Balloon ascension at Baldwin Wonderland Amusement Park around 1900. The annex building is at the left, the park's exhibition building in the center, a pagoda in the foreground. The big "gas bag" still held the attention of the public.



A balloon being inflated on the common at 20th and Maine, 1910.



A balloon being inflated at 9th and York, June 1, 1908.

The Circus Comes to Town

The cry "Hold your horses, here comes the elephants" sounded in Quincy as early as 1850. In fact when Dan Rice, the famous clown, brought his circus to the southwest corner of Third and Jersey in 1859 he had the misfortune of having his elephants break and run to Fifth and Maine. Actually the first known appearance here of a circus was on July 3, 1848, when the Spaulding North American Circus showed at Twelfth and Maine; Edward Kendall, bandmaster of this show, was the outstanding exponent of the keyed bugle, an early version of the saxophone.

L. B. Lent's Mammouth Circus came here July 15, 1857, with the longest team of fifteen horses ever driven by man, hitched to a band chariot during the grand entree into the city; they also showed at Twelfth and Maine streets.

In 1860 the M. Lake Shows set up their tent on Vermont between Sixth and Seventh and the Spaulding and Rogers Floating Palace appeared at the river front. During the Civil War period Quincy saw the Van Amburgh Circus and Menagerie with a bandwagon 20 feet long and 17 feet high, and the George F. Bailey and the famous Yankee Robison shows also came here. The Quincy Daily Republican said on May 2, 1868, that the Yankee Robison show had built their parade around a giant mechanical musical instrument called the Polyhymnia, an organ mounted on a parade wagon and built by the E. M. Miller Company of Quincy.

Although P. T. Barnum came to Quincy first on September 10, 1852, with the midget Tom Thumb, his circus did not show here until the summer of 1872 when he brought three trains of 38 cars. Barnum came back on August 2, 1875, with his great Roman Hippodrome Circus with a band of fifty musicians, setting up his tents on Twelfth street between Oak and Vine, possibly the parade ground of the old Civil War army camp.

The great Adam Forepaugh Circus came to Quincy many times during the so-called golden age of the circus, including a time in 1887 when the old man swore he would never come back to Quincy again and pay the license fee of the city council—but he did. The following year saw the members of the Jacob Gauweiler family and the Schillings playing in the Forepaugh band and the famous Fischer brothers high wire act of Quincy in the main tent. George Gauweiler, who married a Miss Elizabeth Crabbe of Edina, would later become the bandmaster of the famous Ringling Brothers Circus, the only circus band playing on horseback.

As the years went by the Ringlings, the Hagenbacks, the Sells brothers and others would unload their trains on Front street, and the horses would make their long haul out to Baldwin park, to reappear later in the morning for the downtown parade with all their tinsel finery. The enormous Two Hemispheres bandwagon with the forty horse hitch driven by Jake Posey more than once tore up the wood block paving on Maine street, as the ringmaster riding ahead on his white horse, shouted "Hold your horses, here comes the elephants."

The Quincy newspapers explained in 1871 that the Cole and Orton wagon show had been traveling in the south when they happened to see the famous Yankee Robinson circus; they learned that the wagons had been made in Quincy by the E. M. Miller Carriage Company on Sixth street between Maine and Jersey.

W. W. Cole was determined to have equipment the equal of the Robinson show and came to Quincy to have the Miller company build some 17 cage wagons as well as a number of baggage wagons and carriages. This was quite a step forward from the one-horse wagon show that Cole and his mother had been traveling with. Because of a bad season the year before Cole was really not a good risk, and if Miller and other Quincy businessmen had not had faith in this young showman he might not have gone on to be a multi-millionaire.

The circus was really reorganized here that year and Cole spent some \$20,000, including the purchase of a large number of horses from farmers in the area. Lady Luck was not altogether on the side of the circus, for just four days before the opening performance in Quincy a fire destroyed a number of buildings on the west side of Sixth including a part of the Miller company. Lost in the fire was the two story brick residence of Quincy music teacher, J. E. Hofer, and his expensive pianos.

The E. G. Miller Company worked night and day and the circus



A circus parade at the turn of the century going east on Hampshire past the Browning mansion at Seventh, then occupied by the Quincy Conservatory of Music.

equipment was completed in time for the first performance on Alstyne's prairie near the corner of Twelfth and Broadway, at one o'clock, April 22, 1871. The newspapers reported thousands on the street for the free street parade and they then went out and purchased tickets for the show.

The circus returned to Quincy some two and a half years later in 1874 after having just made a round trip to California by rail. By now Cole had added many new items and had 92 horses and 6 ponies with 18 cages and baggage wagons. Cole was one of the first to introduce electric light to the big top.

Cole came back to Quincy each fall for several years wintering at Singleton park and exhibiting his animals each Saturday and Sunday for a small admission in the large Art hall. He advertised the largest Giraffe in the United States as well as the largest sea lion in captivity. The fact that he advertised that the animals would be fed raw meat at 5 p.m. each day helped to bring in the customers.



Hold your horses, here come the elephants!

It was said that Cole fell in love with General Singleton's daughter but the General did not have a high regard for circus people and discouraged this romance. At any rate Cole went on to become a very wealthy man, the first to make a million dollars in the circus.

Like the famed "Yankee Robinson", in 1886 Cole sold off his circus to accept a position with the Barnum and Bailey Circus. He was managing this circus when the stock fell during the Wall Street panic of 1907 to 85¢ a share giving John Ringling a chance to buy out the circus.

Highland Park and Sherman Park

Highland park had its beginning with the development of the Highland addition in the northeast part of the city in 1872; Lorenzo Bull was president of this development company. A. C. Bickhaus, one time alderman, fire buff and owner of the Bickhaus File Works, who came to Quincy in 1867, along with Frank X. Schill of the Schill Bluff Brewery, were the original owners of the park.

It was the intention of the owners to make this a pleasant and popular resort for picnic parties and the company advertised that special streetcars would run to the park at all times.

The original tract of ground was known as Moore's Mound, for Francis C. Moore, partner of John Tillson in a land company, who built a home in 1835 where the reservoir is today. On June 12, 1872 George K. Hall advertised that he had leased the park house and was prepared to furnish refreshments to visitors as demanded; Fred Hug, barber in the old Tremont House, had been hired by Hall as the first manager of the park.

Highland park became the scene of many celebrations, such as Labor Day and Fourth of July. Balloon ascensions, fireworks, band concerts, walking contests and other entertainments drew many to the north end of the town. By 1900 Aaron G. Beamer was the manager, succeeded by Henry Gredell.

When Gredell managed the park it included a frame building in the center of the grounds used for roller skating. Another building on Twentieth street housed the bowling alleys and smaller stands were on the grounds for concessions. For years a small pond was on the Spruce street side. The bowling alley building was razed in 1904 and Bickhaus erected a stone pavilion that was used for skating and



The pavilion at Highland Park.

dancing, one of the finest floors in Quincy. In 1909 a park cafe was added as well as a small zoo, and the Fifth Infantry Band played concerts while the O'Farrell orchestra played for dancing.

Harry Hofer, baseball player and treasurer of the Empire theatre, managed the park at one time, as did Oscar Shannon, Walter "Snapper" White and Henry Breinig.

Breinig managed the park for eleven years, putting up a fence, around the grounds, constructing a swimming pool, and bringing in a roller coaster. He also put up a vaudeville stage and bandstand. After Breinig left Quincy the park was operated for a short time as a skating rink before the stone building became a dance pavilion re-decorated by Robert Christ and named the "Casino" after a similar dancehall in Chicago.

Sherman park over at West Quincy was another popular place of amusement during the first part of the Twentieth century. Started probably about 1890 by a Frank Sherman, hotel keeper, this park drew many large crowds for dances by the O'Farrell Brothers Orchestra, balloon ascensions by Tom Baldwin, Sam Baldwin, Joseph Steinmetz and others, and vaudeville attractions.

In 1910, E. A. "Gene" Falk managed the park and advertised it as the ideal nature resort with moonlight excursions every Tuesday, Thursday and Sunday evenings; the ferry piloted by J. B. Arntzen, made the crossing every twenty minutes.

The old Sherman House was destroyed by fire on January 19, 1916, and the flames could be seen in Quincy. At the time the old landmark, probably erected before the Civil War, was owned by Alfred and S. E. Boudreau, who were associated with the Standard Oil Company in Quincy.

It is quite possible that Sherman park was on the location of the 1861 camp of Col. U. S. Grant's 21st Illinois after crossing the river at Quincy and before they went south through Missouri.

The Horse Epizootic and The Water Works

In December of 1872 the horses of Quincy and the surrounding area contracted a form of influenza, commonly called the "epizootic", and dropped dead by the scores. The newspapers carried a special "epizootic news" column each day for the several weeks that this was prevalent and reported on the progress of the disease. The epidemic spread along the Mississippi valley and all horses in the area were affected by it.

By December 19th the epidemic was at its worst and was felt in all quarters of the city. Most livery stables were almost out of business. The coal and ice companies were using teams of oxen to draw their wagons and the horse cars were running on a restricted schedule.

Many of the fire department horses came down with the disease, the first being those of the hook and ladder company. It was even hard to find horses to draw hearses for funerals.

The horse problem added to those already prevalent in the city. The winter of 1872 was one of great drouth and private and fire cisterns were dry. Private persons were compelled to pay an enormous price for water and danger of a general conflagration became imminent.

In this condition various plans were suggested by which the fire cisterns could be filled. The experiment of using fire engine pumpers or chemical steamers at the river to pump water to the cisterns was tried and given up after steamers were disabled. A lack of strong horses to pull the steamers was a major problem.

Finally the city council adopted a plan proposed by Colonel Edward Prince, locating a small pump house with boiler and engine at the foot of Maine street, and the fire cisterns were filled and the danger of a major fire averted.



An oxen drawn coach in front of the Tremont House, December 18, 1872.

In the spring the city laid a six-inch main up Maine street from the pump house, and set three hydrants, one at Third, one at Fourth, and one at Fifth street. This main, including the machinery, was afterward bought and paid for by Colonel Prince for \$7,028.25. The following summer the city made a contract for thirty five years with Prince to construct and operate a water works, with the city of Quincy having the right to purchase it at cost, at any time after one year's notice. The Quincy Water Works, as it was then known, was owned by Edward Prince, Lorenzo Bull and Wm. B. Bull.

In addition Joseph Muehe operated a private water works from his residence at 1016-1018 Jersey and another was on the northeast corner of Twelfth and Spring. In fact if you will dig today under the tourist sign on that corner, you will find a block of concrete used to support one leg of the water tower that stood on that corner during the drought of the early 1870s.

The Streetcar System

The Quincy Horse and Railway and Carrying Company was organized and granted a charter by the state legislature on February 11, 1865. The original incorporators were Charles A. Savage, James W. Pittman, Onias C. Skinner, Isaac C. Woodruff, Hiram S. Byington and Nehemiah Bushnell, the latter its first president. The charter, granted for fifty years, specified that the company should have the exclusive right to operate a horse railway in the city of Quincy.

A line was built from a point west of Sixth street on Maine, to Fifth, and out north Fifth about one and a third miles. The line extended about a block north of Locust although this last block was soon discontinued.

The motive power was supplied by Missouri mules and for twenty-four years the horse cars operated on Quincy streets; the fare was a nickel and the line did a thriving business.

In May of 1869 the company consisted of Lorenzo Bull, president, E. K. Stone, superintendent, Charles Bull, O. H. Browning, and N. Bushnell. The new company macadamized the roadway and repaired the equipment. They also told the public that they had no desire to own and control the road and would sell it at cost to anyone. They also constructed the Maine street line leading from Sixth street to the fair grounds at Thirtieth and Maine, about two miles and a quarter in length, and the Highland line leading north from Maine on Twentieth for a mile. The company stables and car house were at Twentieth and Maine.

The city council then drafted an ordinance taking over the powers granted the company by the state in its charter creating an act of franchise. This ordinance was passed on June 10, 1871, giving the company permission to build its road on Fifth, Eighth and other

streets running north and south between Fifth and Eighth for the purpose of running the road in the vicinity of Woodland cemetery. The ordinance also provided that the road might be placed on Broadway, Maine and State streets, etc.

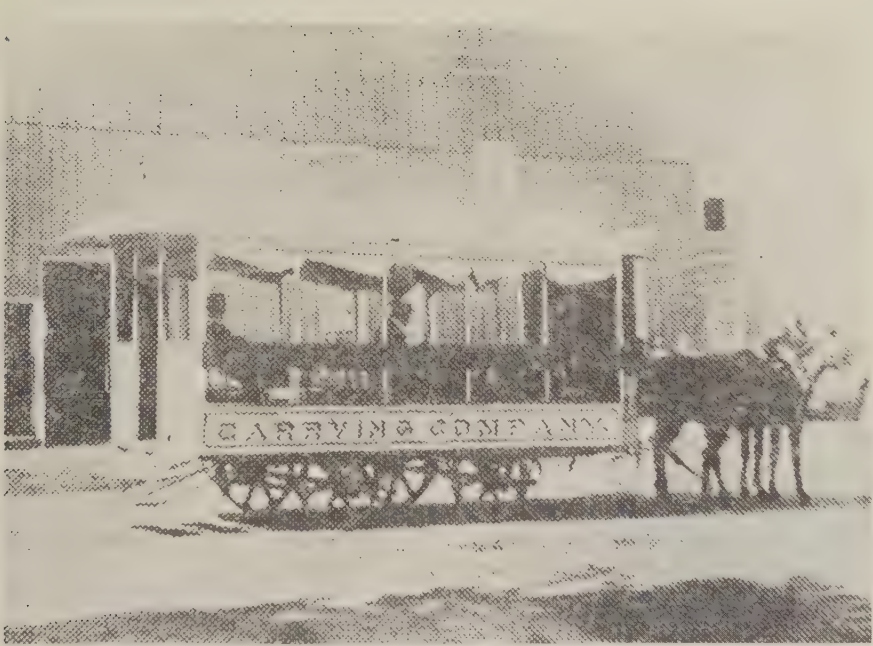
By 1879 the company had 15 cars and sixty mules. The latter were found to be better adapted to the heavy grades and the light cars than horses were.

On November 18, 1889, the council amended the ordinance regulating the time, manner and places of laying track and operating the cars, and gave the company the right to use electrical or motor cars on the streets. The company then laid tracks beginning at Front and Maine north to Broadway, past the Wabash and Burlington depots on Front, east on Broadway to Third, south on Third to Hampshire, east on Hampshire to Eighth, north on Eighth to Broadway and east on Broadway to Twentieth. Another branch line went from Broadway and Eighth north on Eighth to Oak, east on Oak to Tenth, north on Tenth to Sycamore. A branch went from Fifth and Locust, on Locust, east three blocks to Eighth. A track went around the west and south sides of Washington park and the Eighth and State line went east on State to Sixteenth. The original line went north on Fifth to Locust and was extended east on Maine to Thirtieth; the next addition was from Eighth and Maine to Adams to Fifth to provide transportation to Woodland cemetery.

Cars were required by the council to run every day at intervals of not more than 8 minutes, although this was seldom accomplished, and the reporters had a field day taking the company to task. The fare was 5¢ for passengers with a transfer possible, although many thought it should be reduced to 3¢.

During the summer of 1890 four miles of new track was laid and W. S. Warfield was elected president of the company; Warfield was a leading director of the Wellman and Dwyer Tobacco company and owned a large wholesale grocery company. A power house was erected at Front and State for the engines, boilers and dynamos.

The first electric car was run in Quincy on the cold, first day of 1891 in a successful test, followed by others loaded with officials of the company and of the city. Some trouble was experienced in getting up the steep Broadway hill because of dirt on the tracks, but the excited passengers loved every moment of it. Spitting electric sparks at intervals and accompanied by the clanging gong the cars were the delight of the city. The cars were crowded and residents stood in their front yards to wave as they sailed by. On that first day one man refused to pay the fare when he boarded the car at the depot on Front



The famous horse car drawn by a Missouri mule.

street until he was sure they would make it up the hill!

Both the streetcar company and the public had many problems and the complaints were many on both sides. The cars were seldom on time and the riders tried to board when the cars were moving and the accidents were many. Many a streetcar tangled with a horse-drawn vehicle and there were several deaths as a result. Where the little horse-drawn cars would plug along through the slush and snow, the new-fangled electrics would short out and stop cold.

In 1898 the company was sold for \$356,000 to an eastern syndicate that promised to make \$10,000 in improvements including new track extensions. By 1910 the street car system had outgrown its infancy and new ordinances were drafted by the city council for greater control of the operation of the cars and for greater protection of the public and the city streets. Finally new cars with more powerful motors were secured and open cars used during the summer months. Finally in the 1920's the smaller Birney cars were used and the service improved.

The last street car ran in Quincy on March 1, 1931. E. K. Stone, superintendent of the line when it made its first trip in 1891, was a guest of the company on this final run, along with Mayor Frank Jasper.

The Quincy House

When the Quincy House was built in 1836 on the southeast corner of Fourth and Maine there were not a dozen brick buildings in town, only two or three about the square and no buildings over two stories high. No street was graded to the river, the old winding path from about the foot of Vermont to Third and Hampshire being the only means of reaching the town from the river front. There was no Maine street east of Sixth, Hampshire was open country beyond Eighth, with the area north of Broadway woods and cornfield.

The ground on which the Quincy House stood, 99 x 198 feet, in 1826 sold for \$27.00, the highest price paid for property around the square. Rufus Brown, the first hotel keeper, bought it for a tavern site. It was part of the high narrow prairie ridge that ran northeast and southwest across the public square.

It had been the intention of John Tillson, father of General John Tillson, to erect a hotel costing \$20,000, but before it was completed in 1838 the cost rose to \$106,000. Although very impressive during its early years, by the time it burned in 1883 it had become a relic.

A stock company was formed composed of eastern men who owned most of the non-resident land in the military tract, of which Tillson was made agent. E. B. Kimball, who owned part of the land on which the hotel was built, was interested but left the actual construction up to Tillson.

Charles Howland of Massachusetts was the architect and the House was built in the shape of an "L" with a frontage on Maine of 110 feet and 200 feet on Fourth street. When built, and for years afterward, the house stood with its lower floor even with the street, but a decline in grade on Maine and the lowering of Fourth street left the cellar wall on that side about half exposed, and many thought



The Quincy House, southeast corner Fourth and Maine.

the wall would fall. The stone for the foundations was quarried on R. W. Putnam's land, about five miles northeast of the city on Thirty-Sixth street, and some of the stones are today in the Fourth street wall of the Newcomb hotel.

The Quincy House was opened in 1838, by Wm. Monroe, formerly manager of the Bloomfield House in Boston. It was a leading social institution in the early days, a sort of headquarters for society. When gas lighting was completed in Quincy a gay banquet was held in the Quincy House on December 1, 1854, to celebrate the occasion. During the Civil War the Quincy House was the military headquarters of the forces in this area at first, and all the important army officers going south stopped off at the Quincy House.

On the morning of January 19, 1883, fire was discovered on the fourth floor on the Fourth street side. More than a hundred guests were in the building at the time, but no lives were lost. Firemen Wm. "Buck" Hade, John Burlingame and Charles Luttenberg of the No. 3 Hose Company suffered bad burns and the operations were directed by Chief John Steinbach aided by Mayor Deiderick.

With the temperature at two below zero all were soon covered with ice. Several persons were carried down ladders through the dense smoke, and one lady who came out in her night dress fell into a pool of water and emerged with her clothes over her arm! The total loss of the fire was \$30,000 and the Quincy House was destroyed. The Hotel Newcomb opened on this corner March 5, 1889.

The Tremont House

When President Rutherford B. Hayes visited Quincy on September 23, 1879, he was escorted to the Tremont House where he spoke from one of the balconies to the crowd in the street. In addition to Mrs. Hayes, the party included Generals Phil Sheridan and William Sherman, who also spoke briefly. The president was introduced by General James W. Singleton and the welcoming committee included ex-governor John Wood, Mayor William T. Rogers, and Colonel I. N. Morris. Louis Miller, proprietor of the Tremont, served the party in the main dining room before they left for Kansas City.

The ground on Hampshire street was bought from the Federal land commissioners by Thomas and Rebecca Carlin in 1833; Carlin who later became governor of the state of Illinois, lived in a small house on this site for two years and then sold the property to Judge Richard M. Young, who constructed a two story brick house with basement and attic. The house had a large central hall and was a show place of the city at the time.

In 1847 Judge Young, who had been elected to congress, went to Washington to live, selling the house to Zenas Cather. Cather tore down the Young house and put up the "Cather House" or hotel in 1858. The original lot was 100 feet on Hampshire and the Cather House had 85 guest rooms.

By the end of December, 1859 the name had been changed to the Tremont House, probably named after the hotel of the same name in Chicago, where Lincoln, Browning and others stayed while in that city. On March 14, 1864 the Dick brothers purchased the Tremont for \$15,000.

In 1877 the west half or annex was built by Louis Miller and



The Tremont House in 1879, the north side of Hampshire between Fifth and Sixth.

Samuel Jackson, father-in-law of H. P. Walton. In 1885 William Fletcher came to Quincy to manage the Windsor Hotel on Fourth street, taking over the Tremont in 1888.

When the Tremont was gutted by fire on June 22, 1904, the owner was Jacob Weber, who suffered a loss of some \$40,000; he had been in the process of selling the hotel to a Chicago group.

When the alarm sounded two out of five firemen in each engine

house were out to supper and it was impossible for all the apparatus to respond. To make matters worse, someone blundered and the location of the fire was given as Fifth and Jersey, the Weems Laundry building.

When the No. 2 chemical reached the scene the three firemen saw that the hook and ladder truck was needed at once, for people were hanging from the windows on the top floor. Detective George Koch took the reins of the horses and raced back to the engine house on South Fifth street between Jersey and York, hitching up the hook and ladder truck with the aid of George Binkert, for a wild ride back to the fire.

Buck Hade, famous Quincy fire fighter of that day, was alone at the No. 3 firehouse on the east side of Eighth between Maine and Jersey when the alarm came in, but drove the hose cart to the fire, leaving the chemical behind for the other men to bring later.

Among the firemen at the scene were George Marriotte, later chief of the department, Pat Piercy, Ed Burlingame, Ed Yates, and Joseph Guth. Chief George Schlag defended the late arrival of the equipment, blaming the error in sounding of the alarm.

The department did not have a life net as it does today, and with the fire escapes too hot to handle, the people on the upper floors had to wait for the ladders to be erected, with the crowd shouting to them not to jump. In spite of this a man from Chicago lost his grip and fell two floors to the ground.

The hook and ladder truck was the last to arrive with the long ladders needed to reach the upper floors and that, along with some reluctance on the part of the firemen to go to the top of the ladders, delayed the rescue of the two Welch sisters from the fire.

Miss Elizabeth Welch, principal of Jefferson school, and a teacher in the Quincy schools since 1864, died in the fire. Her sister, Miss Mary Welch, principal of Jackson school and a teacher here since 1869, was burned so badly that she died several days later.

The Tillson Building and The Academy of Music Fire

In 1828 Samuel Holmes and Robert Tillson put up a story and a half building on the northwest corner of Fourth and Maine to use as a grocery and the first post office in Quincy. Holmes, who lived at Sixteenth and Maine, was an uncle of Chief Justice Oliver Wendell Holmes. Actually this was the second grocery in Quincy, the first having been established earlier by Asher Anderson.

On March 3, 1867 this building and others west and north of it were sold to make way for the large four-story building erected by Robert Tillson that would last until 1930 and would be known as the Tillson block, the Newcomb block, the Williamson block, etc. The old post office building was purchased by Col. I. N. Morris and moved down Fourth street between Maine and Jersey to be used for several years as a livery stable before going to 219 South Fifth where it became the rear half of the Fred Gross tin shop. The other buildings were also sold and moved.

The Tillson building, the Opera House building and the Powers building at Sixth and Maine all opened about this same time in 1868. Construction was booming in Quincy.

The Tillson building had three showrooms on the ground floor and a ballroom on the third floor; the National Business College occupied the latter at one time about the turn of the century. The building changed hands a number of times and by 1879 was owned by a Dr. G. D. Brinton of Philadelphia, Pa. The Julius Kespohl Dry Goods Co. occupied the main floor from 1883 until their move to Sixth and Hampshire in 1888; they returned in 1898 as the Kespohl-Mohrenstecher Dry Goods Co. Richard F. Newcomb, who came here in 1872 to purchase the Gem City Paper Mill, owned the building in



The Tillson building on the northwest corner of Fourth and Maine looking west on Maine in 1878.

1898. Then it became the Richardson building when H. A. Richardson, a good friend of John D. Rockefeller, moved his Richardson-Gay Oil Co. offices there. The Stern Clothing Co. moved to the building in 1896 while their store at Fifth and Hampshire was being remodeled; they moved at night in order to say that they had never closed their doors! The National Business College was established here in 1896 by L. B. McKenna and Wick Anderson, joining with the Quincy School of Correspondence in 1903 to form the Union



After the fire on September 6, 1879, that destroyed the Academy of Music and several other nearby building in that block and burned out the top floor of the Tillson Building.

Business College. The Davidson Millinery Company occupied the main floor in the 1920s and it was owned by the late Roy Bennett when it was razed in 1930 for the new Lincoln-Douglas hotel.

The Tillson building was badly damaged in the fire of September 6, 1879, and again on June 25, 1919, the latter to the tune of ninety thousand dollars.

The fire of September 6, 1879, destroyed or badly damaged some ten buildings and cost over \$100,000. Practically every building in

the block enclosed by Third, Fourth, Maine and Hampshire felt the effects of the fire in some way and Maine street between Third and Fourth offered a desolate appearance the next morning.

The fire started in the loft of the Sweet and Follensbee stable at 321-325 Maine just west of the four-story Tillson building and was discovered by Claudius Verniaud and police sergeant James McGrath. The buggies and carriages were run out of the livery stable by hand and the horses freed from their stalls and sent flying in all directions.

By the time Charlie Lutenberg brought the big hook and ladder thundering down Maine street the flames had spread to the rear of the Academy of Music building next door to the west. Nathan Pinkham, Quincy capitalist who lived at Fourteenth and Maine, had erected a livery stable here in 1861 on the site of the first Unitarian church. During the Civil War he opened a small theatre on the second floor and called it Pinkham Hall. Then in 1878 he completely remodeled the building as the Academy of Music, placing the stage at the rear, and in 1879 refurbished it at a cost of \$3,000.

The fire entered the rear of the building, spreading through the stage and auditorium until the entire building was doomed. Only the clothes of the actors were saved. The building had cost \$20,000 and had been insured for only \$11,000.

Within an hour the rear wall fell in with a crash, followed by the side walls. When the front wall fell into Maine street it fell against a score of telegraph wires which in turn pulled down a large telephone pole and wires leading to the telephone office in the Tillson building. Henry Laake, teamster and former city fireman, had been helping move hose in the street when the pole fell on him, crushing him to death. Sergeant McGrath barely escaped a similar death.

Simon Meise of Engine Company Five was run over by a hose cart and Mr. Verniaud, who was helping the police, was cut by glass. The fire followed the wind and two small houses on Third street burned to the ground, as did the Adams and Sawyer pork packing plant in the rear of the Academy and the Balthrope stables to the west of the Academy.

The crowd panicked when the stables went up and said the Tillson building was doomed. Actually the Tillson building caught fire in the rear and on one corner. The Quincy House across the street did not catch fire. Hose lines were immediately trained on the Tillson building but water could not reach the cornice and the longest ladder would go only to the second floor. Finally at one o'clock Mayor William T. Rogers and Chief John A. Steinbach decided help was

needed and phoned Hannibal and Keokuk. Both calls were later cancelled, although the Hannibal department had already placed an engine on a flat car. At the time of the famous Chicago fire in 1871 the city of Quincy actually sent a steamer and a crew to that city, where they worked without stopping until the fire was out.

By the time the firemen carried hose up the winding staircase and chopped a hole through the wall to the roof, the fire had reached the rooms of the Masonic lodge on the fourth floor of the Tillson building. While certain records were saved, the cost to these organizations was about \$10,000. The Western Union office hurriedly removed its apparatus, as did the telephone company, although the Board of Trade and the R. G. Dunn offices lost their files.

The fire finally ran its course, burning until eight the next morning. The remaining walls of the Academy of Music were pulled down and a temporary roof placed over the Tillson building which had suffered damage amounting to \$15,000. While John Steinbach was congratulated for the work his men did, all felt the city needed a much larger force of men and additional fire equipment. The old hook and ladder truck with its inadequate ladders purchased from E. M. Miller needed to be replaced by something better and more modern. However the city had to wait seven years before this was done.

Saengerfest

The first meeting of several German singing societies of mid-west cities was held in 1849 in Cincinnati, and from this the North-American Saengerbund was formed and its festivals grew to large proportions. A very successful one was held again in Cincinnati in 1870 and then in 1873 with Theodore Thomas as its director. Thomas, whose New York orchestra played a concert in Quincy at the Opera House at the close of the 1877 Saengerfest in Quincy, later became leader of the Chicago Symphony.

The Third Illinois State Saengerfest was held in Quincy from June 5th to June 8th, 1877, in a special frame building erected solely for that purpose on the south side of Maine street at Thirteenth, on what later became the site of the present Webster school. At that time Webster school was slightly to the west, or in between the present school and the old high school building.

Steamboats and special trains brought both performers and spectators from miles around. Delegations came from as far away as St. Louis and Chicago, with the Gem City band meeting each group with a special welcome. Among the guests was the ambassador of Prussia, who stayed with Peter Sengen, first owner of the Apollo Garden on Hampshire street, later known as the old No. 9 saloon.

Along with the guests came the usual thieves, thugs, roughs and bunko artists to deluge the city. The pick pockets had a field day and the mayor finally had to close down several enterprising establishments set up in the business district.

Buildings all over the city were decorated with the Stars and Stripes and Ensign of the German States. Needless to say the merchants capitalized on the celebration and the advertisements all men-



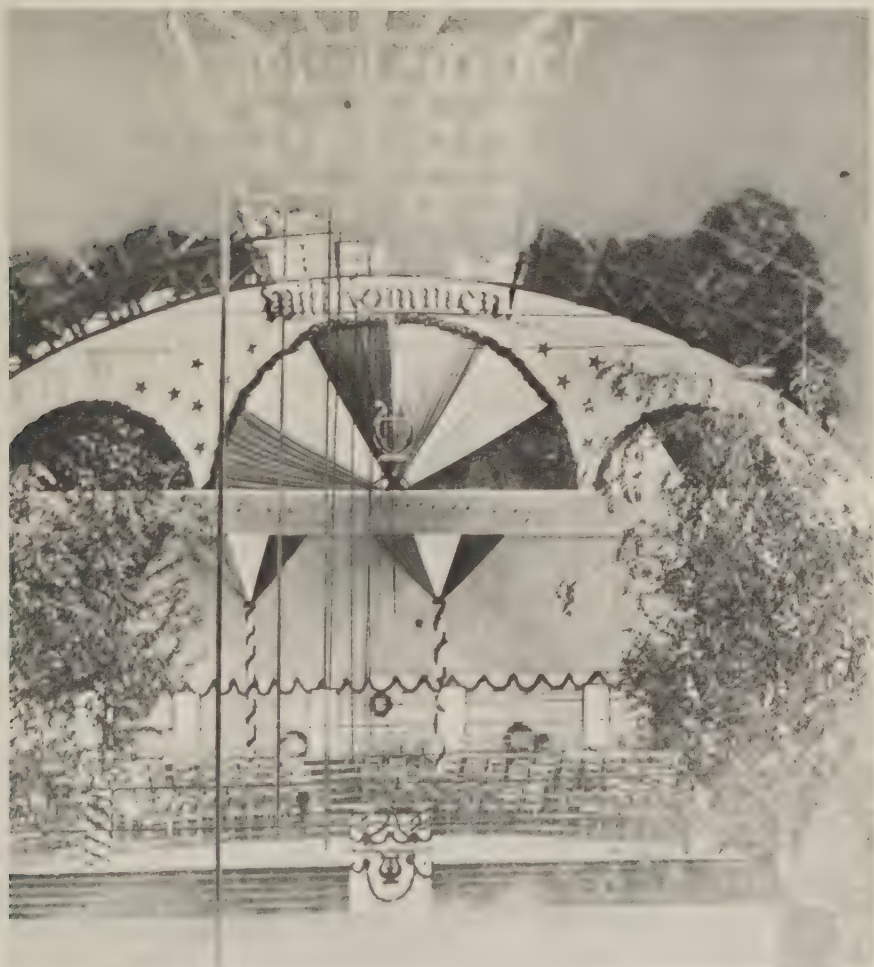
The frame Saengerfest Building on the south side of Maine, about where the present Webster school is located. Erected just for the music festival and removed afterward.

tioned special Saengerfest bargains. The festival building itself was decorated with the fourteen flags of the nations represented, and the stage was decorated with evergreen and pictures of the masters of music. John McLean was the architect of the building.

Thirty singing societies came from cities as far away as St. Louis and Chicago, including the Chicago Germania Maennechoir and the St. Louis Arion des Westens. A seventy-piece concert orchestra gave three concerts under the direction of Hans Balatka of St. Louis and Professor J. E. Hofer of Quincy. Balatka had been a choral conductor in Vienna before coming to Milwaukee in 1849; in 1857 he led

the annual Northwestern Saengerfest in Chicago, and made such a favorable impression that he was asked to direct the Chicago Philharmonic orchestra. He was the first to foster the cause of higher music there, although he lost out to Theodore Thomas. Balatka's daughter, Helene, was a great pianist and vocalist and sang at the festival here.

Among the Quincy organizations taking part was the Aeolian Quartet composed of Harvey Chatten, Frederick Pfar, Melville Clark, and Edward Murphy. Both the Gem City band, directed by Dan Thompson, and the Louis Kuehn band from Quincy took part, as did the Quincy Liederkrantz directed by Professor Hofer; the Liederkrantz, organized in 1856, met the first Friday of each month in their



Inside the Saengerfest Building, showing the stage.

hall on the corner of Sixth and Maine. The Arion Musical Society, also directed by Hofer, was a part of the program. The combined chorus of 600 voices, of which 200 came from Quincy, was the feature of the festival concerts. William Steinwedell served as president of the festival for the Germans and W. G. Ewing for the English.

Concerts were held both in the afternoon and evening and samples of the music heard indicate the high level of the material performed. The seventy-piece orchestra played such selections as Weber's Oberon overture, Rienzo overture by Wagner, and Rossini's William Tell. Mrs. Blanche Rieves Wilmot, from Quincy, sang the Scene and Prayer from *Der Freischuetz*, by von Weber, and Mr. Alex Bischoff from New York sang arias from the *Erl King* by Schubert. An Aria from *Lucrezia Borgia* by Donizetti, was sung by Miss Helen Balatka.

The Quincy Maennerchoir of two hundred voices sang Singer's Greeting by Brandt on the opening program following a welcome by Mayor William Rogers. The St. Louis singing society sang *Calm Sea and Happy Voyage* and the Chicago German Singing Society performed *A Legend of the Rhine*. The combined chorus and orchestra closed the festival with the *Pilgrim's Chorus* from *Tannhauser*, by Wagner.

A grand ball was held in the Saengerfest building on Friday night and then on Sunday the festival was officially closed with a picnic at Singleton park at Thirtieth and Maine. James Jarrett was in charge of arrangements for the picnic. That morning the Chicago Light Guards Band, which also furnished music for the dance, led a procession of the societies from Sixth and Hampshire to the Park, escorted by the newly organized Quincy National Guards. The St. Louis Republican reported that Quincy could be proud of its place in the music world.

Villa Katherine

The Villa Katherine was built by George Metz on the bluff overlooking the river on Second street between State and Ohio in 1900. Metz was born May 20, 1849. His father, William Metz, at first was associated with the F.W. Jansen furniture factory on Fifth between Maine and Hampshire, then with the Flach drug company on the southeast corner of Fifth and Maine; later he had his own drug store on Maine, and finally became a partner of Aldo Sommer.

George Metz traveled all over the world and there were few countries he had not visited in his trips. Despite his long absences he still considered Quincy his home. His parents had lived in the Hotel Newcomb and he had an apartment there until he built the Moorish castle in which he lived for a number of years.

After he sold his castle and grounds to the railroad for a proposed railroad switch yard he returned to the hotel and then to St. Vincent home. He died June 12, 1937.

The castle, the only one of its kind on the Mississippi, was built after his return from Morocco in 1900 and its design followed the old Moorish castles; it was named Catherine for his mother.

A beautiful carved hand clutching a dove was on the outside door, said to be a Moorish custom of welcome, and by others to be a likeness of the hand of a girl he had loved and lost. The castle was modeled on the style of the Villa Ben Ahben on the Nile.

Like its counterpart in Morocco, the villa had a lavishly furnished harem room, but not a harem occupied by women, for Metz was not married and lived alone with his huge dog, Bingo. The dog, a constant companion, was purchased in Denmark, and when it died it was buried in the rose garden.



The Villa Katherine, erected by George Metz.

A replica of the famous Mosque of Thais surmounted the main tower with flaming red waving stripes decorating the mosque, covered with a green dome; it was in the original mosque that the priests of Mohammed stood to call the faithful to prayer.

The pillars were arched and arranged as in the Court of the Dolls of the Alcazar; the capitals mounting the twisted pillars were the same as those in the Alhambra. Many of the Oriental house furnishings were over a thousand years old.

The wooden door was studded with brass nails, supposed to indicate that the owner was a believer in the religion of the Orient; as the door opened a welcome harp played a beautiful slow melody. The floor within the pillars of the court was sunken several inches; the whole was dimly lighted with oddly colored olive oil lamps.

Metz collected art objects in his travels, including a number of beautiful paintings, and several of these were donated to the public library and other institutions in Quincy. During the stay of George Metz, the grounds were always kept up, with rose beds and other flowers blooming in quantity, and trees and shrubs always trimmed and a welcome sight to the visitor. Probably the main thing about the old castle that has been handed down through the years is the air of mystery that surrounded it from its beginning at the turn of the century. Many have been the travelers that saw it from a Mississippi river steamboat and wondered at its origin and why it was there on the bluff.

Steamboats

In the beginning of the 19th century the Mississippi valley from Cairo northward to the falls of St. Anthony was still pretty much a wilderness. Cairo had only two buildings, Clarksville and Louisiana a few, and there was John Wood's cabin at Quincy and John S. Miller and a few others at Hannibal, but the steamboat or packet was on the way.

Between 1810 and 1840 the steamboats were bringing supplies into the new west, down the Ohio to New Orleans, and then later up the wide Mississippi and Missouri. From 1840 to the Civil War the river trade was at its best with Illinois, Ohio, Iowa, Missouri and Arkansas being settled and developed. The shipyards of the west became the biggest and busiest of their kind in the world.

The early steamboat, not as large as her more decorated successor of the passenger trade, carried her machinery on the deck and made room for as much freight as possible. The roof of the main cabin was the hurricane deck and held another row of cabins for the officers. Each room was usually given the name of a state, and the Texas was so-called because it was an addition to the cabins of the boat just as the state of Texas was an addition at that time to the Union. Over all this was the pilot house.

The Calhoun was the first boat on the river going past the site of Quincy in 1819, carrying supplies to the forts north of here, with the Western Engineer, a government boat, landing here the next summer after taking supplies to Keokuk. In May 1823, the Virginia passed Quincy going from St. Louis to Fort Snelling, the first boat to pass over the lower rapids and the second to ascend to that point.

In 1827 the commissioners granted Ira Pearce the right to oper-

ate a ferry boat from Quincy to the Missouri shore and the following year the Triton, Chiefton and Winnebago were navigating past Quincy.

Actually, the steamboat didn't supersede the keel boats on the upper Mississippi river until 1830 because it didn't pay to steam into the wilderness. The keel boats were propelled up river by poles, although sometimes they fastened long lines ahead of the boat to trees on the bank and drew the boat along by hand.

A decade after the founding of Quincy there were 700 inhabitants here, dependent on the import of manufactured material and most of their food stuff by river steamboat. By 1835, packets were running between St. Louis and Keokuk, and the first steamboat excursion from Quincy was held on the LaGrange ferry boat that year. Willard Keyes, early Quincy settler, brought the first steam ferry here in 1838.

Quincy was now sending down the river \$85,000 in pork, \$19,500 in flour, \$8,000 in wheat; not bad for a town of some 1,653 people. Bu 1841 there were two semi-weekly packets from St. Louis on alternate days and a daily line of packets from St. Louis to Galena with occasional packets to Dubuque. The first steamboat hull was constructed at Quincy at the foot of Delaware and towed to St. Louis to be completed in March, 1858.

By 1849, Quincy had jumped to 5,500 population and by 1850, a year of great public improvement in Quincy, daily packets were running from St. Louis, in addition to the Galena and St. Paul packets, two or three a day. By the mid-fifties, her levee and harbor were unsurpassed.

The season of 1868 was quite profitable. Travel during the summer of 1869 was never better. Every up-river boat was crowded beyond its capacity for comfort, and those passengers who were able to secure a state room were lucky.

Quincy had eight packets named for her, four named Quincy, two named City of Quincy and two the Gem City. When the news reached this city in the spring of 1881 that Commodore Davidson was looking for a suitable name for his new steamboat, the businessmen of the community suggested that he call it the City of Quincy.

On the morning of June 2, 1881, at the hour of nine, the first Gem City puffed up to the Quincy levee where she was welcomed with a cannon salute, martial music and applause from the crowd that stretched from Maine street to the railroad depot between Hampshire and Vermont. Commodore Davidson acknowledged the applause and Colonel W. W. Berry presented the colors of the city of Quincy.

The first Gem City lived up to her advance notices for she was



The excursion boat "City of St. Louis," the wagon of William Malambri in the foreground.

immense in size, light in draft and very speedy. She was the first steamboat on the upper Mississippi to have an electric searchlight as an aid to navigation. At every port up the river she was received with huge crowds and royal welcome. However, she only ran three seasons, burning at St. Louis on September 22, 1883.

The second Gem City ran as a St. Louis and St. Paul packet until 1889 when the company collapsed. She was purchased by the Diamond Jo line and rebuilt in 1896 and rechristened the Quincy. After the sale of the Diamond Jo line in 1910, she was converted into the excursion boat "JS" and in 1939, dismantled.

The seventies had witnessed the decline of passenger traffic as the railroads came to afford a speedier and more dependable means of year around transportation. By the seventies, however, the grain trade had grown to immense proportions. Steamboat captains reaped a golden harvest towing barges to the upper Mississippi railroad elevators as well as to St. Louis and distant New Orleans. It was the immigrants swarming upstream by steamboat as far as Minnesota that made the grain trade possible and staved off for almost a generation the decline and ultimate extinction of steamboating on the upper Mississippi.

Empire Theatre

By the 1890's various Quincy citizens were thinking in terms of a new opera house, in spite of the fact that Andy Doerr was still operating the old one at Sixth and Maine. In 1891 a four-story building to house a theatre to be called the "Grand" was being considered on the north side of Hampshire between Sixth and Seventh, west of the Occidental hotel on the lot owned by John B. Schott; the theatre would cost \$75,000 and seat 1300 people. However, the plans fell through and Schott put up a combination store and office building instead. Likewise, the plan of Tom Baldwin to put a theatre into the Tremont hotel also fell through.

Then on March 8, 1893, a meeting was held in the home of William B. Bull on Sixteenth and Jersey, to plan a new opera house on one floor with rooms and a hall in the same building for the Conservatory of Music. An option was taken on the ground on the south side of Maine between Eighth and Ninth, on the site of the old James R. Dayton home. A company was formed with stock of sixty thousand dollars and including Edward Prince, T. D. Woodruff, W. S. Warfield, P. Taylor, L. C. Neustadt, J. H. Clark, Frank Weems and William Bull.

\$30,150 worth of stock in the new company was sold to Dr. H. W. Wood of Sedalia, Missouri who came to Quincy to look over the proposed site of the theatre. He didn't like it, suggesting that the theatre should be more in the center of the business district. The real estate firm of Binkert and Cruttenden then suggested a plot of ground on north Eighth between Maine and Hampshire on the west side owned by several persons, and said if the Maine street ground was not needed they would offer \$6,000 for it.

Dr. Wood and others felt the new site more appropriate and ar-



The Empire theatre about 1913.

rangements were made to purchase it. Architect J. N. Wood of San Francisco was brought here and given the job of drawing up the plans. Wood had designed some fifty theatres and this one was to be on the order of the opera house in Stockton, California. The contracts were given to F. W. Menke for the stone work, Buerkin and Kaempfen for the carpenter work and to Frank Freund for the brick work.

At that time Mr. Doerr had suggested that perhaps the company would like to buy him out, saying that he had just spent \$10,000 in remodeling his opera house with new curtains and a new proscenium. Instead an agreement was reached by which Doerr agreed to close his house for five years; actually he closed down and remodeled that portion of the building for a skirt factory.

The new theatre building had a twenty foot arched entrance which remains today. The vestibule had a mosaic floor and marble wainscoating with the box office to the left and the check room to the right. The patron went through swinging doors of glass and cherry into a wide promenade running the entire width of the house. The interior of the house was white and gold, there were eight proscenium boxes, four on a side, two upper and two lower, each seating five persons. The floor was carpeted in blood velvet. The balcony was reached by a broad staircase from the foyer and the gallery from the outside on the south with a separate ticket window.

The seating capacity of the theatre was 1310. The stage was 70 feet wide and 62 feet deep, the proscenium arch 36 feet and 40 feet wide, wider than any theatre in Chicago except the old Auditorium. The estimated cost of construction was \$50,000.

The first manager of the new theatre was J. Straslipke with Hi Lattin as treasurer, who later succeeded Straslipke. A. Frankenstein was brought here from Memphis as musical director, Ed Thompson as advertising agent, Ed Corbin as propertyman, Fred Perkins, electrician, W. A. Sessions, engineer, and W. A. Denning as doorman. The latter was succeeded by Johnny Jasper, who had been at the old Opera House, and the Academy of Music before that.

The play for the opening night had been written especially for the star, Mlle. Rhea, assisted by William S. Hart. While she may have been a perfect "Queen of Sheba" she did not attract a full house. Ushers that night were Quincy businessmen: Thomas and Charles Binkert, Fred Deaderick, George Wall, H. B. Swimmer, Frank Stahl, Charles Freelove and William Hall.

The orchestra that opening night was brought in from out of town and, in addition to Frankenstein on violin, consisted of a second violin, viola, string bass, flute, clarinet, coronet, trombone and drums. Frankenstein remained only a year before going to the Orpheum theatre in Los Angeles where he worked until his death in 1934.

Frankenstein was succeeded by F. J. Curth and then Curth by A. C. Fischer of Chicago. Now Quincy musicians, such as Barney Damhorst on clarinet, Louis Olker on string bass, William J. Landrum on piano, Joe Williams on drums, began to replace the out-



The Empire theatre orchestra about 1908; left to right: Charles E. Hoadley, trombone; Barney Damhorst, clarinet; Albert Gardner, violin; Albert Carl Fischer, leader and first violin; William J. Landrum, piano; seated in front: Harry Bourne, bass and Victor Anthony, cornet.

of-town musicians. When Fischer left the Empire for the Orpheum he was replaced by Joe Weiler.

The Empire was later managed by Harry Charles and then W. L. "Jack" Passmore. Chamberlain and Barhydt, who had a number of playhouses, took over the building and held the lease until 1897. After this William L. Busby became the lessee and manager, remaining until the building was abandoned as a theatre. Harry Hofer was treasurer and assistant manager for 16 years. Tom Grimes was one of the first stage managers and Tom Palmer and George Bowman also worked there. Oscar Shannon took tickets and sold peanuts in the balcony.

Many were the attractions that played in the old Empire. Horses appeared on the stage in Charles T. Dazey's play "In Old Kentucky" and on a treadmill in the chariot race in "Ben Hur". In 1898 John Philip Sousa's great comic opera, "The Bride Elect", with an original all star cast and augmented orchestra, appeared on the stage.

Mr. Sousa, the March King, and his famous concert band, played a great many concerts to sell out houses in the Empire.

Other attractions were Montgomery and Stone in "The Wizard of Oz", Al G. Field's minstrels, the Winninger Brothers stock company, Ed "Strangler" Lewis the wrestler, Eddie Foy, Lew Dockstadter's minstrels, Madame Schumann-Heinck, DeWolfe Hopper, Henry Kolker, "Honey Boy" Evans, Fritzi Scheff, Mm. Calve, Maude Adams, and many, many others.

In 1913 the Empire was equipped with a motion picture projector to meet the competition and the name changed to the Empire Hippodrome, with variety acts of vaudeville. This type of entertainment at the Bijou theatre on Hampshire between Sixth and Seventh had been very successful and had injured the business of the Empire. The opening of the Orpheum theatre on Christmas eve in 1915 struck another blow.

The Empire suffered two serious fires in one year; on January 30, 1919 the stage was damaged to the tune of \$14,000, although the new asbestos curtain saved the auditorium, and on November 13 the same year the walls caved in and all of the stage burned with a loss of \$45,000. This was probably the beginning of the end.

The opening of the Washington theatre in 1924 saw the finish of the playhouse and it closed its doors for the last time in 1926. It is interesting that like the Opera House before it, the Empire was used for the graduation exercises of the high school classes each year except when the fire forced the graduation to move to the Vermont street church. The last class to graduate from the old theatre was in 1933.

John's Square

The first name given the park or square on April 30, 1825, was John's Square, or John's Prairie, to complete the name of President John Quincy Adams. Block 12 was reserved for a public square by the commissioners, and in the plat of the original Quincy was known as Public Square. Other early squares or public parks were Jefferson Square, first known as Vermont Square, and Franklin Square, first known as Market Square.

In 1840 an attempt was made to use the public square for the market building, and later as the site of the county court house. During the winter of 1839-40 a number of Mormons, on their way from Missouri to Commerce or Nauvoo, Illinois, pitched their tents in the square.

In late 1840 the city council, angered because of the habit of farmers stopping off in the park with their cattle on the way to Pomeroy's slaughter house at Third and Hampshire, decided to erect a fence around the square. The council advertised for 350 mulberry posts and clear black walnut and pine planks for fencing to be delivered by the first of January, 1841. This fence and various successors of iron and stone, would remain until 1885 and would be a source of irritation and contention between the city and county residents.

This opposition was so strong that in 1841 when John Wood, at his own expense, transplanted to the center of the square, a large elm tree a foot in diameter, vandals destroyed it at once. The city council, looking for a symbol for a city seal, ordered the elm tree



Washington Park fountain in 1875.



Washington Park was fenced to keep animals from grazing in park.

and flag staff on the square adopted as the seal of the city, and this device, showing John Wood standing alongside a dead tree, was used as the Quincy City seal for sometime.

The square was the scene of many a large gathering including the Lincoln-Douglas debate on October 13, 1858 when the Whig reported some 20,000 persons were in the area. Governor Yates spoke here on February 23, 1864, to some four or five thousand, and when President U. S. Grant died, a memorial service was held in the park with many attending.

The Western Illinois Sanitary Fair, with large temporary buildings, was held in the square for six days starting October 11, 1864, with \$30,000 raised to aid needy soldier families. After the buildings

were razed the Whig reported that the earthworks protecting the buildings had been removed although this was bad for "climbing cows". The previous year the Whig had told of the city fathers letting down the bars for the Fourth of July celebration to accomodate the public and the next day a small herd of cows was pastured there.

With the close of the Civil War the first of many improvements was made, with gravel walks, and a large evergreen planted in the center, surrounded by a circular walk from which radiated other walks. The diagonal walks actually came about from citizens driving horses through the square to avoid ravines that intersected the area west of there. The ravines in downtown Quincy were so bad that one man had a house with three stories under ground level on the south side of Maine street between Sixth and Seventh near the home of Mayor Thomas Redmond.

Turnstiles at the corners and a hitching rack surrounded the square for many years. There was a public well on the northwest corner of the park and in more recent years a public drinking fountain with tin cups on the northeast corner.

The first known band concert in the square was played by the Louis Kuehn band on July 4, 1874 and the program included the Washington Park march by Kuehn. A wooden pavilion or pagoda was erected two years earlier and the present stand was put up in 1918.

On July 10, 1880, the Quincy Herald reported a movement for Saturday afternoon band concerts for ladies and children with the men barred from the park.

The fountain and brick sidewalks were added in 1875 and in 1881 six electric lights were installed, replaced by ornamental electrolier types in 1911. The statue of Governor John Wood by Cornelius G. Volk was dedicated in the park on July 4, 1883. Volk, a friend of Stephen A. Douglas, also did the Soldier's Monument in Woodland Cemetery.

Leonard's Mill

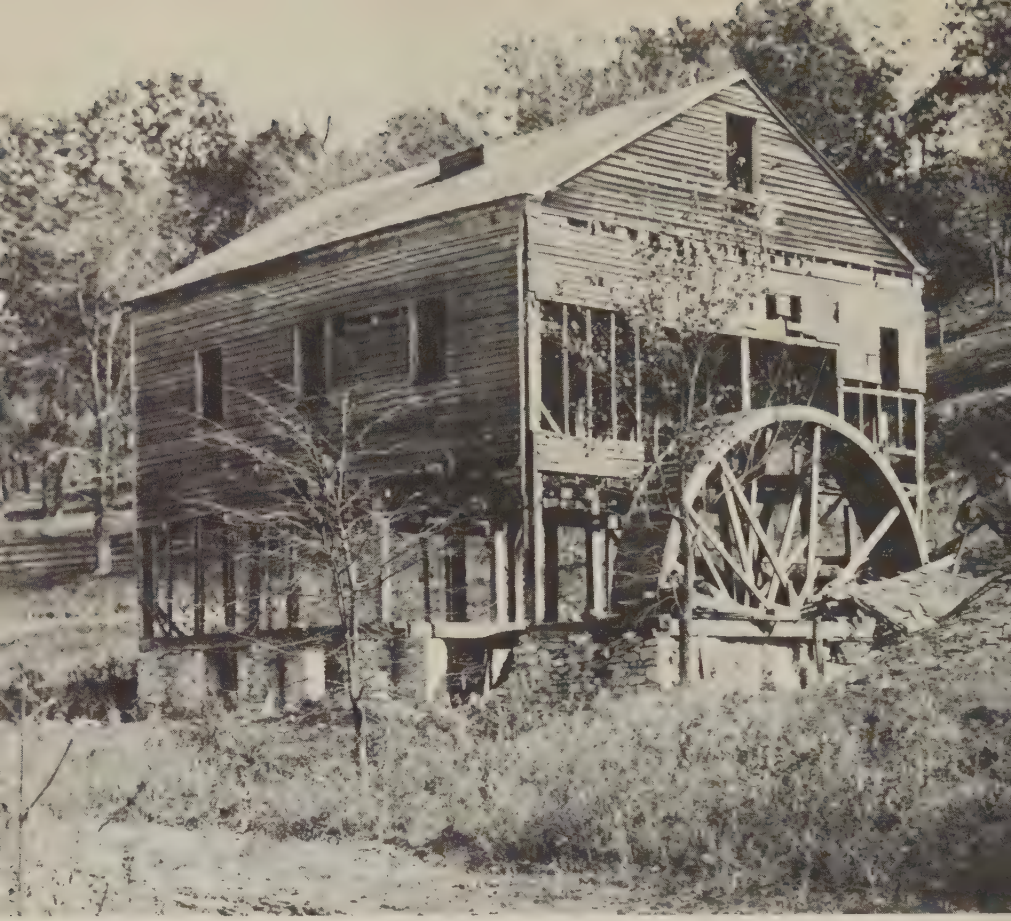
Many in Quincy have heard of Homan Falls north of the city but few know that the springs in connection with the falls were of mineral value and were at one time associated with a mill. Leonard's creek had its source near the center of Ellington township with one of the largest and finest springs in Adams county.

During the early days of Quincy, Captain Luthern Leonard, an officer in the U. S. Army during the war of 1812, lived in a house on the west side of the bottom road, near what was later called Homan falls. He owned a large area of land partly in the bottoms and partly on the bluff extending from the river to Twenty-fourth Street. Here he built a flouring mill driven by water from the spring. As late as 1899, the ruins of the old mill could be seen.

Captain Leonard was a short stubby man, with only one eye and iron grey hair, with a very military air about him. Lorenzo Bull once said that he had lost the eye in a duel. His erect carriage was probably acquired in the regular army and he was a perfect soldier except in one way. He was accustomed to periodic celebrations of drinking when he would forget his military customs. He kept fine horses according to Mr. Bull and would ride across Washington square to Brown's tavern, the town's first hotel, on the southeast corner of 4th and Maine.

Leonard's army life had not given him good business experience and his affairs soon fell into disorder and he was obliged to part with his land piece by piece. He later received an appointment as keeper of the U. S. Arsenal at Watertown, New York and moved there; he died in the 1850's.

The section containing the mill and pond was purchased by Wm. Homan, who offered it for sale in the Whig of May 12, 1857, saying it was four miles north on the bottom road; he had changed the name



Captain Leonard's mill on the north bottom road in the 1890's, purchased later by the Homan family.

of the mill to Alto Mills.

On October 4, 1865, the Whig reported that Dr. Hebern, who lived just north of the city, was trying to purchase the mineral springs five miles north of Quincy, north of Leonard's springs and Homan mill pond.

There were a number of mineral springs in the vicinity of the falls and they had been analyzed by local doctors who said they had a very high mineral content and were valuable as a stimulant and tonic.

The Illinois State Gazeteer of 1865-66 said the springs were three miles north of Quincy and surrounded by the most beautiful scenery in the west, destined when improved, to become one of the important features of Quincy. They likewise described the trip from Quincy to the springs as leading through some of the finest scenery in the Mississippi valley.

Ice

In the 1870's the ice business was considered among the most important branches of industry of the city. It was cut chiefly in the Quincy bay where the "crystal springs" poured into that body of water. In this vicinity the main ice houses were built. The ice cut was usually from a foot to twenty inches thick. The large amount of money paid out to the laboring men of the city in mid-winter furnished employment for many at that time of the year who would otherwise have been unemployed.

The ice from the Quincy bay area had always been of a superior quality and consumers, especially from the deep south, were always willing to pay liberally for it. When the big brewing companies of St. Louis, Memphis and New Orleans came here in competition for this ice, the price jumped to \$6.50 and \$8.00 per ton.

The work of harvesting the ice was a hard job. It meant steady work from six in the morning until late at night. The larger wholesale packers filled their ice houses and loaded barges ready to ship down the river just as soon as the beginning of spring would permit. The slow and tedious process of filling the ice houses by hand gave way to steam and machinery as introduced by J. A. McDade and Co. The harvest was usually completed before the January thaw, and usually most of the ice was cut in the early part of January. For instance, in 1875 the ice harvest started on January 4th when the ice was seven or eight inches thick and was completed on January 27 with about 100,000 tons cut.

Firms who packed for sales by quantity and whose houses were located above the bridge waited for more ice to form; it wasn't considered profitable to put up ice for wholesale if less than ten inches thick.



The Hutmacher and Kreitz ice house.

Among the ice houses were those of Rudolph Hutmacher and John Kreitz, Platt Brothers, Frank Kendall, James Jarrett and Mc Dade. Platt Brothers and Frank Kendall had contracts for supplying the railroads and Phillip Thomas supplied the Washington, Harrison and Eber breweries. Bushnell and Rankin shipped ice to Texas.

Rudolph Hutmacher, who was born in Westphalia, Germany in 1836, came to Quincy in 1857, manufacturing soap at first before going into the ice business. He was the first to ship ice to New Orleans, taking ice there by barge during the famous yellow fever epidemic. Hutmacher lived in the large house on north Twelfth Street opposite the entrance to the Soldiers Home. He owned three ice houses at one time with a capacity of some 30,000 tons.

John Kreitz, partner of Hutmacher in the 1870's came to Quincy in 1850, serving as sheriff of Adams county in 1871-72. James Jarrett, who lived at 219 Jersey, was born in Scotland in 1837, and moved from St. Louis to Quincy in 1857 when he entered the ice business.

On Front Street between Maine and Hampshire, Hutmacher and Kreitz erected a mammoth storehouse at a cost of \$16,000 in which

seven thousand tons of ice could be stored. Their house on the bay, the largest one there, was 111 feet by 225 feet and cost \$12,000 and held 17,000 tons of ice.

The gathering of ice meant the payment to the workingmen of Quincy of some \$35,000 to \$40,000 a year. The business went back to the early days of the city with the firms of A. C. Lomelino, P. W. Lane, and D. Hauser putting up 3,350 tons of ice worth \$10 per ton in the year 1857. However, like the tobacco industry for which this city was quite well know, the ice harvest finally became a thing of the past with the coming of the modern electrical conveniences of the home today.

The Breweries

As the large German element in Quincy at the time of the Civil War made up almost half the population, there was a natural demand for beer, with breweries employing almost two hundred men and making some 200,000 kegs annually. In fact, long before the Civil War, when Quincy was still a village, it was famed for its beer. Located in the heart of what was then the big wheat and corn section of the country, Quincy was the goal of many immigrants who heard of the city through its beer.

Henry Rupp, a German soapmaker who had come here in 1837, was among the first of the brewers, erecting the old Bluff brewery on the north bottom road close to the city rock quarry in 1857; however, the brewery and its successor were destroyed by fire and the location was abandoned. Another early brewery was that of Anton Delabar on the southwest corner of Spring and Olive.

Other breweries of the Civil War and post-war period were those of Herman Wichmand and Frederick Bernbrock on the southeast corner of Seventh and York, Casper Ruff's Union Brewery on the east side of Twelfth Street south of Jefferson, the old Eber brewery (later Schanzwahl) at Sixth and Chestnut with its large cellars extending more than a block, the White beer brewery at Eleventh and Maine, Becker on the southeast corner of Ninth and Harrison (the cellars are today under Deege's floral shop), J. P. Nolsch on the southwest corner of Fifth and York, J. Luther on the southeast corner of Sixth and State, Chris Fischer on the east side of Eleventh south of Washington, and the Dick Brothers City Brewery at Ninth and York.

The Dick brothers were born in Bavaria; Mathew in 1819, John in 1827, and Jacob in 1834. They came to America in 1854, loca-



Looking toward the Dick Bros. Brewery at 9th and York in 1860 from 10th and York.

ting first in St. Louis, later in Belleville. Here Mathew, in 1855, worked as a cooper, John as a baker, and Jacob as a salesman for a hardware company. In 1856, they moved to Quincy and erected the first building of their brewery at Ninth and York, with the house alongside. They also operated the Tellico Milling Company on Front, west side north of Delaware, and a large grain elevator at 235 South Seventh.

On March 24, 1864, they purchased the Tremont House on Hampshire, north side between Fifth and Sixth, for \$15,000. The three brothers lived first on the southeast corner of Ninth and York. John later put up a house at 310 State, Mathew at 1118 State, and Jacob at 1020 Kentucky.

Tobacco Industry

At one time Quincy was the center of the tobacco industry with plug, fine cut, and cigars manufactured here. This was proven by the fact that the Federal government established its Fourth Internal Revenue District here at one time. The tobacco manufacturing interest in Quincy had its birth during the Civil War and grew to outstanding proportions, yielding immense revenue to the city as well as to the revenue service, and furnished occupation for three or four hundred persons.

In fact, J. B. Harris, of the Harris and Beebe factory, wrote an article for the Quincy Whig in 1861, suggesting the growing of tobacco in Adams county, and offered free seed and advice to anyone interested in doing so. He estimated that 50,000 pounds of tobacco was grown in this county in 1861 and 1862, with the largest crop grown by P. E. Thompson of Payson, approximately 4,000 pounds. The John Holden farm near Bear Creek in Adams county, grew 700 to 800 pounds of tobacco in 1854, the first year known.

The Gem City Tobacco Works was established by M. Goodman and M. Heidrich on the southeast corner of Fifth and Jersey in 1862. On January 1, 1874, E. H. Turner joined the firm and they later moved to the large brick building erected in 1877 at Front and Delaware, now occupied by the Quincy Supply Co. This four story building with 70 x 200 feet of space, employed 60 people the first year, producing some 300,000 pounds of tobacco, and by 1879 employed 250 people and produced 160,000 pounds per month, with \$750,000 in sales a year.

There were probably three or four hundred tobacco rollers in Quincy in the early days of the industry. An expert workman would employ two or three helpers known as strippers. They used to strip or stem the leaves for the roller and the roller stood on a bench



The Wellman and Dwyre Tobacco building, 4th and Payson, 1892.

with a scale adjusted to one pound. He would throw the loose tobacco on this scale until it balanced and then roll this into larger leaves in cylinder form. As a rule he paid his strippers or helpers out of his own wages. Some of the fast rollers of the old days would make as high as five or six dollars a day and in those days that was an enormous wage. After the roller's stack was counted and checked by the foreman, it was sent to the press room and the rolls were placed between sheets of zinc or some other metal. Early in the industry the presses were worked by hand and this required a man at each press. It was quite a job to press these rolls into flat squares until hydraulic presses came into use and the work not only was simplified but was done more rapidly and perhaps more accurately.

Then one day Henry Brinkhoff, who had been a tobacco roller, conceived the idea of a machine that would roll the tobacco as it had been done by hand heretofore, and shoot it into the press. From that day the job of the tobacco roller was over. Martin Heidrich and Morris Goodman, then engaged in the manufacture of plug tobacco, purchased an interest in this machine.

In 1866 the Dulany Brothers' Tobacco Company was on Delaware east of Third street. Three years later the Binkert brothers joined the industry with the Liberty factory on the southeast corner of Twelfth and Hampshire. Thomas H. Collins had his factory at 500

Jersey, and H. E. Jansen had the National Tobacco Works at 120 South Seventh, present site of the Illinois School Supply. In addition that year H. A. Hellake at 158 North Seventh and Wolfson and Rawlings on the south side of Delaware west of Fourth were manufacturing smoking tobacco.

Joel Harris organized his own company January 1, 1879, on Front street at Vermont, opposite the Union depot, using 200 hands and making 80,000 pounds of plug a month.

The Empire Plug Tobacco Co. on the southwest corner of Fifth and Ohio, in the old chair factory that had been used by the government for a hospital during the Civil War, was founded by Daniel Harris and Albert Beebe in 1861, although Harris had conducted a business in a small manner earlier. He had converted the Fasthoff soap factory on Fourth between Washington and Payson, used during the early days of the war to house Yate's sharpshooters, and was employing 40 men. By 1863 Harris and Beebe were advertising for 100 men and girls to work in their factory. Albert Beebe lived in the large brick house on the northwest corner of Fourth and Kentucky, known to many as the old Nance House; Harris joined the firm in 1863.

When the Harris and Beebe factory first started 200,000 pounds of tobacco a year was thought to be good business. However, by 1870 they were selling 851,302 pounds of tobacco a year and growing. During the war they had a contract to furnish tobacco to the Union army, shipping tons of plug out of Quincy.

In 1871 Harris and Beebe manufactured thirty different grades of tobacco in their five story factory at Fifth and Ohio. They were considered the largest producer of plug tobacco in the state, having a steam elevator operating between floors, the only one in the west outside of St. Louis. That year they produced 1,711,509 pounds of plug tobacco.

By 1876 they were employing 700 workers with a capital of \$300,000 and producing 2,300,000 pounds of plug a year. It was now time to expand, and the following year, 1877, they erected the large stone and brick factory with the slate roof, on the north side of Payson between Fourth and Fifth, for \$15,000. The cupola on top probably housed the pulley mechanism for the steam elevator; the engine house was to the west. The stone foundation of the building was five feet thick.

In 1875 they added fine-cut chewing tobacco to their output, making them the only exclusive fine-cut works in this part of the country, the largest west of Cincinnati. The smoking tobacco manufactured

by this company attained a prominence unsurpassed by any similar company in the United States. Their brands were known wherever tobacco was used. By 1879, 125 men were producing 80,000 pounds of smoking tobacco a month.

William T. Dwyer and James N. Wellman were the superintendents of the fine cut chewing and smoking tobacco departments. The brands here included "Felecia", "Mule Ear", and "Old Dog Tray" chewing tobacco, and "Topsy", "Eagle", and "Harris and Beebe" smoking tobacco.

William Dwyer came to Quincy in 1876 from Mason County, Kentucky; he lived at 1610 Vermont. James Wellman was born in Ralls county, Missouri, also coming to Quincy in 1876, and living at 1461 Vermont.

The plug tobacco was manufactured in the Fifth street building, now with Thomas J. Mackoy and J. T. Pritchard in charge. Plug brands included "Pocahontas", "Gentle Annie", and "Army Pounds". In 1879 this factory was taken over by Mackoy who was born in Quincy in 1846. A five story warehouse was on the corner of Fourth and Ohio and the business office was on the corner of Fifth and Ohio with L. J. Harris as cashier.

Smoking tobacco was manufactured in the basement of the seven story plant on Payson avenue, with five machines for cutting the fine cut on the second floor. On the floor above the tobacco was dressed and spread on wire trays and rolled into the drying room. Next it was dry dressed and put into pails and packages.

Leaf tobacco was sorted on the fifth floor, the sixth floor being used for drying and storing of smoking tobacco. The seventh floor was used for storing cases and pails.

The employees entered by two doors, one in the basement and the other on the third or street level. The doors of each department were locked five minutes after work started in the morning and remained locked until noon or the supper hour.

Leaf tobacco was doused in vats of liquor and sugar and then run through a set of rollers to press the sweeting out. Some 300 men boys, women and girls made little rolls of tobacco about four and one half inches long. Taken to another department the tobacco was pressed by machinery and packed. Boys made \$3 to \$8 a week and one old German lady told a reporter that she made over \$30 a week working there.

Wellman and Dwyer took over the Harris and Beebe plant sometime in the early 1880's. In 1893, they were forced to close for a short time because of business conditions, but resumed later. By 1898 they

were the only large scale manufacturers of tobacco in Quincy although there were a number of small concerns either in the retail business district or in the northern part of the city.

But the centralization of the business began to absorb the smaller factories. The local plants closed and the manufacture continued at some other location. Wellman and Dwyer finally moved their operations to St. Louis where they were taken over by the Liggett and Meyers Corporation. Another major industry had ceased to function and Quincy felt the operation where it hurt the most--across the retail counters.

Carriage Trade

The manufacture of wagons and carriages began in Quincy long before the Civil War, probably about 1836, with the Rogers family business at Fifth and Maine, later at Sixth and Hampshire, and Fourth and Oak. The Rogers company probably dealt more in wagons than in carriages as time went on.

In the early 1850's J. H. Weaver operated a carriage company in an old barn on the west side of Sixth between Maine and Jersey, with Henry Hayes on Sixth between Maine and Hampshire. The latter in 1853 advertised both broughams and rockaways.

Emerson M. Miller, who was born in 1836 in Middlefield, Conn., began learning the carriage making trade in New Haven, Conn., where he worked for three years. When twenty-one years old he started west in the spring of 1856 for Kansas City and then Quincy.

Here he worked for J. H. Weaver for six months, becoming a partner of Weaver for ninety days before buying out Weaver's interest in the business. He was then joined by his brother, S. D. Miller, and in 1899 by E. K. Strong. Miller married the daughter of Attorney Almeron Wheat.

In the very early days of Quincy, south Sixth street was divided between Maine and Jersey by a ravine, some twenty feet deep; this was filled in 1850.

When the firm of E. M. Miller Carriage Company started, the old Weaver building was used but was replaced in 1863 by a new building three stories high, by E. W. Blatchford of Chicago, costing six thousand dollars. More land and other buildings were added through the years. In 1868 the old building on the southeast corner of Sixth and Maine was rolled down Sixth street and became a part of the Miller company; this had been used as a grocery store and meeting place

for the Needle Pickets during the Civil War. The Miller company was plagued by serious fires over the years but always rebuilt immediately.

The E. M. Miller company was known all over the country and orders were even filled for Canada and Europe. In 1875 Miller furnished the entire outfit for the W. W. Cole New York and New Orleans Circus and Menagerie, including chariots, animal cages, and wagons. At the time, the company had three large brick buildings and was employing 150 men, turning out 1500 carriages a year, with an annual sales output of \$400,000; in the beginning the firm had started out with ten men.

During the Civil War Miller received an order which they filled for a hook and ladder carriage for the Kansas City fire department, the first such order in the west, the second being for the city of Quincy after the war.

The company made landaus, victorias, buggys, surreys, barouche, broughams, rockaways, as well as funeral hearses and pallbearer's coaches; when the automobile came along they converted to the auto-hearse. The largest order filled was for seventy-five horse-drawn buses for use on Fifth avenue in New York City, with another order of fifty after this. They built twelve passenger buses for the Columbian Exposition in Chicago, later used for stage coaches in the western mountains. It is said when the bomb was thrown at the Czar of Russia, Alexander II, he was seated in a carriage made by the E. M. Miller Company.

As late as 1905 the company was employing 150 men, but with the death of Miller in 1910, and the coming of the automobile, business fell off and the company ended on April 16, 1930 when it was taken over by J. E. Hildebrand and Leo Amen. George Kiefer purchased the factory buildings in 1940 and the last building was recently razed.

Henry Hayes was joined in 1854 by James Woodruff. Woodruff, a cousin of M. B. Denman, was born in New Haven, Conn., and came to Quincy in October of 1842; his maternal grandfather was Joel Root, a friend of James Findlay Carrott and Orville Browning.

James Woodruff came to Quincy as a representative of a large eastern land company to open a real estate office and look out for their holdings in the military land tract. For five years he operated a lumberyard with Denman.

Woodruff, Hayes, and John Murphy, erected a large factory building on the northeast and southeast corners of Fifth and Jersey, completed on September 28, 1854. In April of 1862 the army took over the larger of the two buildings on the northeast corner for an



The E. M. Miller Carriage Company buildings on South Sixth between Maine and Jersey.

army hospital for the wounded from the battle of Shiloh. About this time Woodruff was appointed provost marshal by President Lincoln and left the firm.

After the war the building was purchased by E. M. Miller. In 1880 the Pope and Baldwin agricultural implement company occupied this building and in 1887 the Thompson-Huston Electric Co. was there. It was razed in the 1890's to make way for the new Weems Laundry building.

After the Civil War Woodruff joined forces with Frederick Boyd to found the first paper mill in Quincy. He lived most of his life at 823 Broadway, now the Duker funeral home, later moving to 903 Broadway, the Denman place. Woodruff died January 12, 1905.

Patrick B. Hynes, head of the Hynes Buggy Company, was born in Ireland in 1841, coming to this country with his parents at an early age. He learned the trade in Indiana before coming to Quincy.

Here Hynes established a partnership with D. W. Moore and opened a carriage factory on Sixth between Maine and Hampshire in 1869. On the death of Moore, Hynes continued the business, buying the building on the southeast corner of Fifth and Jersey.

Joseph Koenig, who later formed a partnership with John Weiler, first worked as blacksmith foreman for Hayes and Woodruff. He was born in Strasburg in 1839 and came to Quincy in 1855.

John Weiler came to Quincy from Ohio in 1864; there were three sons, Joseph, Charles and John, Jr. The latter worked in a wagon factory in Columbus, Ohio before moving to California. Joseph and Charles Weiler became well known musicians in Quincy, and had their own music store, first at 411 Hampshire and then on Fifth between Maine and Hampshire

The Koenig and Weiler company was at first on the east side of Sixth, but sold this ground to the Wabash railroad for their new passenger depot yards, and moved to the corner of Sixth and Kentucky.

J. F. Luhrs in the 1870's operated a wagon shop with Jacob S. Wayne on south Seventh between Maine and Jersey, now the site of the Illinois School Supply Company. Later Luhrs became a partner of Koenig at Sixth and Kentucky. Other firms were Nieman and Laage, Grotenhoff and Behrens, Collinson and Ehrgott, Zimmerman and Heimlich and the Beatty brothers at Twelfth and Hampshire.

Thomas Beatty, a blacksmith, started the firm about 1880 and the sons carried on the business, eventually going into the automobile business. One son, Erde, became clerk of the circuit court of Adams county and another, Thomas, became known to Quincy as the "father of good roads", being very active in promoting better roads and highways for automobiles in this area. He was one of the organizers of the old Cannon Ball Trail association from Chicago to Kansas City through Quincy before World War 1, when the association painted "cannon balls" on the telephone poles as a guide for motorists.

Banking in Quincy

The first bank in the state of Illinois was chartered in 1821, and founded without money on the credit of the state. This bank failed and drove all the good money out of the state.

Lorenzo Bull, who came to Quincy in 1833, said that it was in 1834 that the legislature decided to establish a new Bank of Illinois with branch banks, one at Quincy. This was at the time of the internal revenue improvements act with a great amount of construction over the entire state. This work continued until the whole system collapsed without any railroad, including the Northern Cross out of Quincy, being completed, and with the state fourteen million dollars in debt.

The financial credit of the state sank to its lowest level, all emigration stopped and many were anxious to sell and move out. All banks in the state then failed and closed their doors. Until 1851 there were no banks in the state established by law.

The earliest bank in Quincy was the branch of the State bank, chartered in 1836, with J. T. Holmes as president, and located in the Quincy House. This bank lasted until 1843. At this time Lorenzo and Charles H. Bull were hardware merchants, selling exchange and making loans.

Newton Flagg and Charles Savage started their bank in 1850 and Hollowbush two years later. In 1856 Gov. Joel Matteson, his son-in-law, John McGinnis, and Maitland Boone, later mayor of Quincy, opened a bank in the Quincy House. Gov. John Wood and son started a bank in 1862 on Fifth and Maine. Now the Bull brothers entered the banking business, and the name "Bull's Bank" became a watchword for years.

The older brother, Lorenzo Bull, was born in Hartford, Conn., on



The Wells Building with the State Savings Loan and Trust Company (Bull's bank) to the west about 1900.

March 21, 1819, a member of a pioneer family. At the age of fourteen he set out for the new west, with but a few cents in his pocket, arriving in Quincy on May 11, 1833.

He secured employment with Judge Henry H. Snow, recorder and clerk of the circuit court, and was paid six dollars a month the first year, and ten dollars a month the second year. When he was sixteen he became clerk in the general store of Holmes, Brown, and Company; Joseph T. Holmes was the brother of Oliver Wendell Holmes.

His younger brother, Charles H. Bull, who was born in 1822, came to Quincy when he was fourteen, joining Lorenzo as a clerk in the store. In 1845 the two brothers invested their savings in a stock of hardware and crockery, and opened a store under the firm name of L. & C. H. Bull, Hardware. This name would become a symbol of integrity in Quincy for years to come.

In 1849 the brothers decided to erect their own building at 422

Maine at a cost of \$8,000. This building was later occupied by the Clark and Morgan Cracker and Candy Company and then the Austin and Kohn Grocery Company. In 1860 they added farm machinery and implements, sold for the first time in Quincy, grossing \$148,000 a year.

Following a fire in 1861, the Bulls sold their hardware business to Charles Allen and opened a private banking business. In 1864 they discontinued private banking and established the Merchants and Farmers National Bank, and ten years later dropped the national bank affiliation. In 1879 the Bull Savings Bank consolidated with the E. J. Parker Commerical Bank and Parker moved to the new building on Maine street put up by the Bulls.

In 1890 the old firm was reorganized under state law as the State Savings Loan and Trust Company, Lorenzo Bull, president; Charles H. Bull, vice president, and Edward J. Parker, cashier. Parker, whose first wife was a niece of Lorenzo Bull, and second wife a daughter of Mr. Bull, became president of the bank in 1907.

The original home of the Bulls in Quincy was on York between Third and Fourth. Lorenzo Bull erected the mansion at 1550 Maine and Charles Bull the mansion at 1651 Maine; both were erected in the early 1850's.

The First National Bank was started in Quincy in 1863 and sustained a heavy loss in a bank robbery, never completely solved, in 1874. Other early banks were the Union Bank in 1869, the T. T. Woodruff bank the same year, the German-American in 1875, Henry Geise and Son in 1876, and the Quincy National Bank by J. H. Duker on the corner of Fourth and Hampshire in 1887.

Later banks were the State Street Bank by Herman Heidbreder in 1890, the Mercantile Trust and Savings Bank in 1906, the Illinois State Bank in 1909, the Broadway Bank and the South Side Bank.

The Ricker National Bank was established by Henry F. Joseph Ricker in 1875. Ricker was born August 31, 1822 in Germany, coming to this country with his parents when 17 years old, first to New Orleans, then to St. Louis and to Quincy on March 4, 1840.

He worked first for John Wood to help pay for two lots his father bought from Wood. He also worked for such merchants as Sylvester Thayer and Charles Holmes. In 1859 he started selling steamship tickets at Seventh and Hampshire, a profitable business since Quincy was still a port of entry for this country. This led to his going into the banking and exchange business, moving to Fifth and Hampshire, and taking the days receipts home each night in a small basket.

In 1865, he purchased the banking business of John Wood and



The Ricker Bank Building midway of the block on Hampshire between 4th and 5th about 1880.

Co. at 5th and Maine, and in 1875 purchased ground on the north side of Hampshire between Fourth and Fifth to erect his large bank building. At the time Ricker lived on Kentucky between Fifth and Sixth, but after Orville Browning died, with the bank holding a great amount of his paper, Ricker acquired the large house of Browning's at 8th and Spruce. He died March 4, 1904.

O'Farrell Orchestra

To many the magic word for a successful party after the turn of the century was "O'Farrell" for a good many years. The O'Farrell brothers orchestra played for more dances and dancers than any other orchestra in the history of the city. Many will recall the O'Farrell dancing academy in the old Ertel hall next to the Musselman building at Seventh and Hampshire. Their popularity was long and lasting, until they made the mistake many make of not changing with the times, to the new-fangled jazz music after World War 1, and then they made their exit.

The first mention of the O'Farrells is in the early 1880's when the father of the boys, Michael, a blacksmith, was living at 1310 Spring. There were five boys and several girls. In the beginning the father played violin for house parties in the neighborhood with the help of the oldest boy, Tom, and the girls; Tom, like his father, played violin. Tom died August 10, 1889, at the age of twenty. The younger boys, Martin, William, George and Harris were then brought into the group and the girls dropped out. Martin was soon called "Hick", and Harris, "Buck." The girls were Mary, who died in 1885, Elizabeth who died in 1872, and Alice who lived in the home-place until her death in recent years.

George O'Farrell played cello in the beginning, although the instrument was almost as tall as he was, later changing to guitar and piano. Martin started on violin and gave it up in favor of coronet. The violin must have been a favorite in the family for William started on it too, and in this case, played the instrument the rest of his life. Harris was to play slide trombone. It was a musical family in an era of musical families.

By 1890 the family was playing every night of the week at Brockman's saloon on the northeast corner of Sixth and Maine, making their debut there during the fall celebration that year; Fred W. Maier soon joined the group on trap drums. These were the "gay nineties" and Quincy was no exception to the rule. Maine street may have had its share of mud holes, but the gay lights and laughter tinkled to the sound of music and a bucket of beer could be bought for a dime. The O'Farrells were on the way!

Michael O'Farrell decided to retire from the orchestra about 1898 although he was still teaching music. The boys reorganized, with William on violin, Harris on trombone, although only thirteen years old, Martin on coronet, George on guitar and piano, Fred W. Maier on drums and William Bruenning on flute. Just before Maier left Quincy in 1900 to live in Florida, he booked the orchestra into their first big dance at the Turner hall. During the summer the boys played for dances at Sherman park across the river at West Quincy. This was also the beginning of an era that many will remember.

When Maier left, Bruenning changed from flute to drums. He would beat out the toe-tapping tempos until 1913 when he moved to Springfield and was replaced by Oscar Lohmeyer and then by James Maderis. One thing that could be said about the O'Farrell brand of music--the tempo never changed once it started. The dancers could always depend on it. No wonder they were so successful.

1909 was the year when the Ertel building at 642-644 Hampshire was remodeled, the O'Farrells opened their dancing school in the old armory hall on the third floor; the military had moved to their new home on Jersey.

The O'Farrell handbook told of classes held during the winter months from 7:30 to 9 p.m., 8 lessons, \$3.00. All beginners were instructed in private and there was a private class for the ladies. No one was embarrassed. From 9 to 12 everyone danced--no wallflowers. During the summer the dances moved to the Highland park pavilion.

The O'Farrells worked for Harry Hofer at Highland park and for E. A. Falk at Sherman park, and for countless parties and dances. They played for the cabaret at the new hotel Quincy until it was abolished by the city council in June of 1913.

This was the day of rag-time music. The guns were rumbling in Europe, there was trouble on the Mexican border, but the O'Farrells could make you forget with their "Mapleleaf Rag". The boys became experts on all the forms of dances from the Turkey Trot to the Bunny Hug. For that matter there were no tunes published that they couldn't rag. They played "Tiger Rag" until "The Cows Came Home". And



Michael O'Farrell and sons about 1888.

when the bugle began to sound they changed to the favorites, "Hello Broadway", "K-K-Katy", and "Would You Rather Be A Colonel With An Eagle On Your Shoulder or a Private With a Chicken On Your Knee". They played them all.

The Spanish influenza epidemic closed all dance halls and theatres from October 9, 1918 to November 16th that year, and then they came back to play C. Arthur "Pot" Fifer's "Wait For Your Honey Boy" and the big George M. Cohan hit, "Over There".

The war was over and the O'Farrells erected a dance pavilion at 27th and Broadway for summer night dances; in 1922 they put another pavilion on the Hutmacher grounds on north Twelfth street.

Martin O'Farrell was now playing coronet, Harris on trombone, Jimmy Borg on piano, Ray Lampe on drums, Fred Weyant on banjo, and Frank Malambri on sax. Others who played in the group during this time, or when the O'Farrells split into two groups, were Violet Schwab, Caspar Schwab, Les Mayhall, James Gregory, Carl Leifhelm, Roy Rapp, Ralph O'Farrell, and William J. Landrum.

The O'Farrells were still very popular although other groups had organized and were making inroads into the orchestra business. The Rialto "jazz" band of Howard Saunders was probably the first



The O'Farrel brothers orchestra about 1913 at Sherman Park: Jimmy Maderis, drums; Harris "Buck" O'Farrel, trombone; Martin "Hick" O'Farrel, cornet; William O'Farrel, violin; George O'Farrel, piano.

and then the Red Jackets of Chet Groves and Red Green came into the picture.

These were the so-called "roaring twenties", and the music had changed. Paul Whiteman was "king of jazz" in New York and Gene Goldkette was the headliner in Detroit. Many names of the future were just getting their start, such as Abe Lyman, Ted Lewis, and a saxophone player with a megaphone that sang about "Your Time Is My Time", slightly nasal and off key. It was a time of change and ragtime was a thing of the past. The O'Farrells would continue a few years but the spotlight had shifted to other groups. Still—they had had their day in the sun. They will always be remembered.

The National Game

The Quincy Herald on June 19, 1866, said it was pleased to see that the young men of the city were falling in with the spirit of progress and that they were about to organize a baseball club. Two days later it reported a meeting had been held in the Konantz building for the organization of a club, with Charles H. Bull named chairman. It was decided to get together on Alstyne's prairie on Saturday, June 23rd at 4 p.m. with Edward J. Parker appointed umpire, John Taylor as scorer, Egbert H. Osborn, captain of the first nine and Pat H. Redmond, captain of the second nine. The next day the newspaper reported that the bats, balls and other necessary apparatus had arrived.

The first game was played as scheduled on June 23 before a large crowd of spectators, on Alstyne's prairie. This was the area bounded by Broadway, Chestnut, Twelfth and Eighteenth. There were only four or five large frame buildings used as barracks during the recent war on the east side of Twelfth, at or near Elm, and a dwelling house at or near the northwest corner of Sixteenth and Vine. Otherwise all of the quarter section was open and unoccupied. People drove over it in any and every direction that suited them, there being many well-worn roads across it, particularly the one used by the farmers who lived out on north Twenty-Fourth street. This old prairie was also the grazing grounds for the cows that belonged in the eastern part of the city.

E. H. Osborn and Eugene Thurston laid out this first baseball grounds. They fixed the home plate somewhere near the southeast corner of Thirteenth and Vine streets. The first base was directly to the west, and the third base to the south. The land in front of the home plate inclined to the west, while back of the plate it inclined to the east or northeast and when the catcher allowed a ball to pass



Sportsman's Park, between Seventeenth, Eighteenth, Cherry and Cedar, 1910.



The Quincy Reserves, one of the early Quincy baseball teams. Fred Bickelhaupt, second from right in second row, turned down offers to play in the big leagues because he could make more money in Quincy as a blacksmith and play in the Minors.



Members of the pennant winning Quincy baseball team of 1890 with the trophy they won in the Interstate League. Routcliff, lf; Fisher, ss; Works, rf; Slater, 1b; Bushman, 3b; Long, 2b; Murray, cf; Mahoney, c; Neal, p.

him, which was of frequent occurrence at first, he had to go some distance down hill for it. Later there was a wooden back-stop put up, but until that came the catcher was helped out by the small boys who were ready and willing to do the chasing.

A meeting was held on June 29 and the name "Occidental Baseball Club of Quincy" was adopted, with C. H. Bull, president. Another group called Quincy Baseball Club made up of married and more elderly men was also organized with William Marsh as president. The Herald on November 8, 1866, said that it was not uncommon to see three or four games of baseball being played at the same time any pleasant afternoon during the late summer and early fall that year on Alstyne's prairie.

Among the clubs organized by then were the Dexters, the Grey Beards, the Baltics, the Essex, the Olympics, and the Occidental, Juniors. An attempt was made the following summer to secure the state tournament of the Illinois Baseball Association to be held at the close of the state fair in Quincy. In 1868 and 1869 games were played on the Civil War drill grounds of Sunset Hill at Fourth and Locust.

Although General Abner Doubleday is usually given credit for the game and for starting it during the Civil War, actually it was being



Members of the 1903 Quincy Baseball Team: Walter Wich, p; James Monahan, 3b; Fred Bickelhaupt, 2b; Charles Lutenberg, 1b; Schoonavan, ss; Tom Hackett, c; Muegge, lf; McCall, rf; Harry Hofer, cf and manager.

played as early as 1845 by the Knickerbockers team of New York state. Oliver Wendell Holmes is supposed to have written that it was played at Harvard when he attended the school there in 1829!

Baseball became very popular in the camps during the War with as many as 40,000 watching one game between two army teams in 1862. These same men who had seen baseball for the first time then introduced it in their home towns after the war. When the famed Red Stockings team visited these cities in their swing across the country in 1869 teams were formed to try and defeat them. The Red Stockings of Cincinnati was the first really organized baseball team with members earning from \$600 to \$1400. In 1869 they played the entire season of 65 games without a single defeat, including the one played here in Quincy with the Quincy Occidentals.

The long expected game with the famous team came off on October 13, 1869 at the fair grounds at Thirteenth and Maine with the Red Stockings winning by a score of 51 to 7. The Quincy team was dressed in blue trousers, white flannel shirts and caps, and white belts; those men with flowing beards wore them buttoned into their shirts

while playing. Up to this time the Red Stockings usually wore white flannel shirts with blue flannel trousers and a red cap; they were the first to adopt the knee-breeches and long stockings. There were no fences, grandstands or bleachers and the catcher held a piece of rubber in his teeth instead of the customary mask.

Other locations used for playing fields were Eighteenth and Cedar, Twentieth and Cherry, Fifteenth and Spring, Seventh and Spruce, Tenth and Jackson, Fourth and Locust and opposite St. Mary's hospital. The first enclosed ball diamond was just south of Highland park and was used for the first time in 1875 when the Quincy Red Stockings played the New York Mutuals.

Stern's Corner

The northwest corner of Fifth and Hampshire was always a busy location, especially after the Stern Clothing store moved there. Robert Tillson lived on this corner in 1835 before moving to Fifth and Jersey where the Masonic Temple is today. James C. Bernard started a harness and saddle business on this site in 1843 in a log cabin, selling out to Tillson just before the Civil War. Tillson, a brother of the John Tillson who built the Quincy House, manufactured equipment for the war department during the war.

In 1856 Tillson erected a four-story brick building here at a cost of \$8,000, a high price in those days. During the summer of 1863 Tillson razed the old frame building in the rear of the harness shop and put an addition to the main building, all the way to the Farmer's hotel on the alley, to give greater accommodations for his saddlery business.

In March of 1856 Anton Konantz bought the ground next door to the west and in 1879 his widow erected a four story stone front building at a cost of \$5,000. This building was later sold to the Stern company for \$17,425. Konantz also erected the building on Fifth street just south of Hampshire occupied for many years by members of the Siepker family.

J. Stern & Sons, Clothing, was actually started by Joseph Stern and Sig Rosenheim in the John Grant building at 527 Hampshire in 1866, the little building that occupied part of the site of the present Illinois State Bank Building.

Joseph Stern, who was born in Germany, worked first as a clerk in a clothing store in Richmond, Virginia. He served as a private in the Confederate army and was an intimate friend of Jefferson Davis, the only man to have a pass signed by Davis to cross the



J. Stern and Sons as it was at Fifth and Hampshire shortly after the Civil War.

lines. Stern married Miss Minnah Rosenheim in Richmond in 1849; she died in 1862. The following year he moved to New York city where he manufactured shirts, coming to Quincy three years later with Sig Rosenheim to open a retail clothing store.

A son, Charles, worked first as a clerk and then was admitted as a partner in 1872, while his father remained in New York to manage the store there; Charles was here from 1866 until the death of his father on January 30, 1901, when he left to take over the New York

business. Another son, David, was then placed in charge of the Quincy store; he had entered the partnership in 1876. When Rosenheim's health failed in 1871 his interest was bought out by the Sterns.

In 1869 they were at 431 Hampshire, part of the site of the present Washington theatre, and then a few years later moved to Fifth and Hampshire to the Konantz building, next to the F. H. Aldrich grocery.

In 1890 they took over the corner building, and while the two buildings were being remodeled into one, moved overnight to the Tillson building on Fourth and Maine. In this manner they could advertise that they had never closed their doors! They moved back in the same manner when they reopened their store on December 10,



J. Stern and Sons, after the northwest corner of Fifth and Hampshire was remodeled, 1896.

1890. A concert by the Carl Gardner band and a water fountain on the first floor were a part of the celebration. Fifty free overcoats were tossed from an upstairs window to the huge crowd assembled in the street.

At the turn of the century the store in Quincy employed 12 salesmen and 25 tailors; the stock was on the first floor, basement and half of the remainder of the building. The business hours were quite different in those days and would amaze the clerk of today. The store opened at 6:00 every morning and kept open until 9:00 every night. On Saturdays, the clerks seldom got home until 1:00 in the morning, and even on Sundays the store was open from 8:30 until 12:30 noon, as it was on holidays.

Little Freddie Lieb

George Koch, who later was destined to become chief of police for the city of Quincy, was the son of Doctor John Koch, living in 1871 in the large brick house on the northwest corner of Sixth and Jersey. George was playing with little Freddie Leib on the south side of Maine street between Sixth and Seventh that 26th day of June about seven in the evening--George was the last one to see the little Leib boy alive!

Freddie Leib was the little five and a half year old son of Professor W. H. Lieb, who lived on the northeast corner of Sixth and Jersey; Leib had come to Quincy to teach music in the Quincy Female Seminary at Eighth and Maine. Mrs. William B. Hauworth, wife of the building contractor who lived on the west side of Sixth just south of Jersey, recalled seeing the two boys playing together, but that was the last time he was ever seen in Quincy. Quincy had its Charlie Ross!

On June 28th the Quincy newspapers carried an advertisement signed by Mayor J. G. Rowland offering a \$50 reward for information about the boy; the reward would gradually grow in size as the days went by. Freddie was dressed in light summer clothing, a straw hat such as little boys wore in those days, and barefoot.

The mayor soon asked for the citizens to turn out and aid the city police in searching the city. Sad to relate, not too many volunteers responded until the reward was raised to \$300. Ward committees were formed but the little blue-eyed brown-haired boy was not to be found.

The town was divided into searching parties and old wells and cisterns were checked and the river was dragged. A rumor that a boy answering to his description was in Galesburg proved false, as did one in Payson. Then a farmer said that a boy at a neighbor's house

had mentioned that he lived on Jersey street, and he did, but it was the wrong boy. Joe Futterer, who lived at Twenty-Fourth and Broadway, told of seeing a little boy in a wagon leaving the city but this failed to produce anything.

Professor Leib went to St. Louis to examine the body of a boy found in the river there, but this was useless, as was a story that a boy had been found in New Castle, Delaware. In 1873 a suspect, who had been seen in Quincy on the night of the crime, acting in a suspicious manner, was arrested in Chicago and brought to Quincy. A hearing was held but he was released for lack of evidence.

The Leib family moved from Quincy to Joplin, Missouri, where Mrs. Leib died, and the father remarried the following year. By then he was almost out of funds, and died heartbroken in 1887.

It was at this time that the little Charles Ross, son of a wealthy Philadelphia grocer, disappeared on July 1st, 1874, and was never heard from again. This kidnapping was given national prominence in all the papers and the two cases were often compared. During the 1920's a number of elderly men on their deathbeds claimed that they were the missing Charlie Ross, for one last moment of notoriety in their lives. So it was with the Leib case.

In 1922 Louis Welch of Camden, New Jersey, then age 60, claimed that he was the missing Freddie Leib who had been kidnapped from this city by an old Indian woman. He was unable to prove his case.

However, in April of 1924 the strongest clue in the mystery was the claim of a Robert T. Clark of Philadelphia, who had been raised by foster parents, and said he was the missing Leib boy. He claimed he was standing on the corner of Ninth and Chestnut Streets in that city one windy day when a copy of the Quincy Whig-Journal was blown to his feet. The paper contained a picture of the Leib boy at the age of five and Clark claimed that this was the same picture owned by his foster parents.

Clark came to Quincy and visited the office of the Whig-Journal, saying that he had known for years that he was not the son of Louis Winter of Norristown, Pa. He was told on his eighteenth birthday when his foster father was dead and he had left for Philadelphia and changed his name to Clark. He said that the picture at their home was the same as the one in Quincy and recalled that they had often told him that it had been taken when he was age five.

The Whig-Journal reproduced on its front page the original picture of the little Freddie Leib, and of the picture that Clark obtained from the Winter family in Norristown, Pa., although they were reluc-

tant to part with it. The two pictures were identical.

This story was spread over the pages of the nation's newspapers for days in 1924, and Clark, as he called himself, visited the two brothers and a sister of the Leib boy, now living in other cities and evidently satisfied them of his identity. He went to Joplin, where Professor Leib died, and a photographer there took his picture in the same pose as one he had taken of the old professor, and the Whig-Journal published this to show the likeness of the two. The second wife of the professor was located in Oregon and at first it was thought that she had had something to do with the kidnapping but then she admitted she had married Leib after his first wife died.

It is too bad that after such evidence was brought to life that the case would have a sad ending after all, but a probate court in Joplin refused to recognize Clark as being the missing Freddie Leib, heir of Professor Leib.

The Clark and Morgan Fire

The old timers will tell you that the worst fires Quincy ever had, at the turn of the century, were the Blomer and Michael Packing Co. fire, the Dayton Tablet fire, and the Clark and Morgan fire on a cold November 26, 1898.

The fire was discovered in the building at 422 Maine by an employee of the company, John Lahan, when he arrived for work that morning. When fire chief George Schlag arrived on the scene he called for the off-duty firemen and all available equipment in the city. With ice on the city streets it made a difficult run for the fire horses although all stations responded.

The upper three floors of the four story building were already engulfed in flame when the department arrived. When it seemed that the conflagration was about under control, it would break out anew in some other location in the building. The water froze on the streets as fast as it flowed from the fire hoses. A broken gas pipe added to the confusion. By 8 a.m. the ground floor was a mass of flames. The floors all had sugar and grease on them both from storage and from the bakery and candy part of the building, and this made the Clark and Morgan fire one of the hottest in the city's history!

Frank Fuller's saloon nearby and the Hotel Newcomb supplied hot coffee for the fire-fighters, and when Edward J. Parker arrived at his office in the State Savings Loan and Trust Company up the street, he ordered a caterer to furnish the men with sandwiches. One little old lady asked Chief Schlag if the men liked pie and he replied that they did, but didn't have time to eat it. By this time they were all covered with an inch of ice.

The danger of the fire reaching the pyrotechnic vault containing the supply of fireworks sold by the company alarmed everyone but



After the fire that destroyed the Clark and Morgan Candy Company at 422 Maine Street on November 26, 1898. Building to the right is the Robert C. Gunther Hardware store.

the firemen, who knew that the water had probably dampened the fireworks beyond any danger of explosion.

On each floor there were great marble slabs upon which the hot candy was laid and worked, and when the joists burned through and these fell there were some terrible crashes.

Chief Schlag recalled that although this was a very bad fire on a cold day, the worst one was the so-called "wholesale row" fire on February 21, 1894, when the water froze before it struck the fire. This was a series of three large three-story buildings on the west side of Third street between Hampshire and Vermont, housing the Sommer-Lynd Drug Co., the Reliable Incubator Co., and the Bichols and



--BUY--

CLARK & MORGAN'S
Finest Candies & Crackers

Trade card of the Clark and Morgan Company.



Employees of the Clark and Morgan Candy Company.

Sinnock Company. The Clark and Morgan fire reminded others of the fire in 1875 that destroyed the old courthouse on Fifth street when the wind whipped the blaze out of control.

By 10:30 that morning in 1898 the flames had reached the baled straw in the basement, used in packing bananas. The fire now reached a new high and the firemen went to work with more determination than ever, pouring thousands of gallons of water on the flames.

The fire had had a headstart, for when the first fire company arrived that morning, and hooked up their hose they found the hydrant at Fifth and Maine was frozen solid and it was a good twenty minutes before any water could be obtained from that location. Some of the hose froze and had to be taken into nearby stores to be thawed out before it could be rolled and taken back to the engine houses.

The department was recalled several times during the next two days as small fires broke out in the rubble, especially around the sugar and molasses storage. Finally it was stopped and the school

children were permitted to enter and gather all the damaged candy that they could carry out in boxes.

The building immediately to the east, formerly occupied by the Nicholas Kohl Grocery Company, had just been leased by Morgan and Clark for storage and some merchandise stored there was salvaged. Likewise the supply stored in the two warehouses on the north side of Maine street between Third and Fourth was safe. However, several carloads of candy just brought to the building at 422 Maine were lost.

The E. C. Gunther Hardware store to the west in the old Lomelino building had damage and all the stores and the bank in that block had water in their basements. John Seaman, owner of the Clark and Morgan building, sustained an enormous loss as did Clark and Morgan.

The editor of the Herald remarked that three employees of the rival Quincy Whig could have saved the building had they acted upon their first impulse. When they left their own building nearby that morning, they had seen a flickering light in the Clark and Morgan building, but didn't know it was a fire until the engines arrived and they came from their place of refreshment and nourishment.

The building was erected by Charles and Lorenzo Bull for their hardware business in 1849 and used later by Charles Allen and others until Clark and Morgan took over the building in the 1870's.

Joseph L. Morgan served as a Major of the 73rd Illinois, the so-called "preacher's regiment", during the Civil War, returning to take a clerkship in a Quincy store after the war. In 1871 he formed a partnership with James H. Clark and they were located at 422 Maine for over fifteen years. Ill health forced Morgan to sell out to Clark in 1903 and he died in Quincy, December 14, 1904; he was born in Alton, Illinois in 1843.

James H. Clark taught school before coming to Quincy where he worked in his father's store in the old Occidental hotel building on Hampshire street. His father had been a neighbor and a close friend of General William Henry Harrison in earlier days. Clark later became a shipping clerk for the F. W. Jansen Furniture Co. and book-keeper for the Brown Brothers.

When the National Biscuit Company was organized they tried to buy out Clark and Morgan, offering \$200,000, but were turned down; the company did sell out to Wellman and Dwyer in March of 1905.

Bob Bumster and "Big Jim" Simmons Killed

The robbery of the Quincy Loan Company at 333 Hampshire on the night of April 2, 1919, was to set off a chain of events that would result in the death of three persons, the loss of a chief of police to the city of Quincy, the later loss of an Adams county sheriff, and the life imprisonment of one man. A pawn broker, Emil Leicht, owner of the loan company, was found beaten to death in his shop, his safe open and a number of diamonds and watches missing.

Coming at a time when a change of administration meant a new police chief and other officers, Mayor John A. Thompson suggested that chief of police Louis Melton, who was about to give up the office to veteran police officer Robert Bumster, should remain on the case along with chief of detectives George Koch and Sheriff Edwin James "Big Jim" Simmons. However, mayor-elect Phillip J. O'Brien had other ideas.

An inquest held by Coroner Lawrence Amen produced little more evidence, but the Kansas City police did pick up two suspects for the Quincy police to question. Sheriff Simmons and Chief Bumster, on orders of States' Attorney LeRoy Adair, left immediately for Kansas City to pick up and return the two men. It was found that they had several watches in their possession from the robbery, but they said they had gotten them from Harry Wells and Clyde Esterbrook of that city.

The Kansas City police immediately picked up Wells and Esterbrook, believed to be a part of a gang of crooks out of Chicago and East St. Louis. A felt hat found at the scene of the crime with the initials "C. E." led Adair to believe that Esterbrook was involved, and Simmons and Bumster left again for Kansas City with extradition papers.

On arrival however, the officers were disappointed to find that

the hat failed to fit either of the men, but prepared to return them to Quincy anyway.

The two officers started back that night, April 19, 1919, on the midnight train. While enroute home a man entered the car and demanded that Simmons remove the "irons", and when Simmons reached for his gun, fired point blank at "Big Jim".

Bumster immediately drew his gun and fired at the gunman, who shot Bumster in the head; the gunman, Bert Clare, as he was known at first, then fired two more shots at Simmons, striking him in the back and shoulder. The sheriff was shot four times before he had emptied his gun at Clare.

Wells, the prisoner, had risen and run for the door; finding the door blocked by Frank Vacha, Wells dived out a window and made his escape. Vacha, a member of a theatrical troupe that was to open the next night at the Orpheum theatre in Quincy, had been in the smoking car and was on his way back to his family. He was standing in the doorway when the shots were fired, and Clare, thinking that this was an effort to block his exit, fired at Vacha at close range, killing him instantly.

Louis Schaffer of Kansas City, nephew of Quincy's Clay Lawless, was in the car with his family visiting with the Vachas, and told later that the actor staggered forward and dropped dead.

Quincy attorney Edward P. Allen was on the train, having boarded it in Kansas City, and rode part of the way with the officers. Although he was not in the car during the shooting, he said that Wells did not talk at any time.

L. C. McKenzie, brakeman, was passing through the car taking tickets and stopped the train and sent a telegram to the Quincy Police Department. McKenzie said he thought there were two men involved.

Former chief of police George Koch, when notified of the shooting, went to Clarence, Missouri, at once on a special train, along with deputy sheriff John A. Connery, mayor-elect Phillip O'Brien, police officers Fred Scharnhurst, Pat Piercy, Tim Ford, Frank Rosendale, Ed Schulte, and ten other Quincy citizens.

Clare was caught immediately when he realized that he was badly wounded, possibly mortally. He confessed to J. F. Shoemaker, flagman of the train, that he had killed the pawnbroker in Quincy and had given the watches to Wells in Kansas City.

When George Koch arrived in Clarence he called for more medical aid with the idea of prolonging the life of his prisoner until a more complete confession could be obtained. Clare was then brought to Quincy in the baggage car along with the two wounded officers.

At the time of their arrival at the depot at Second and Oak it was thought that Simmons was the more seriously wounded and was near death. He was taken to the hospital first and Bumster was placed on a settee in the station to await the return of the police ambulance. At the time it was not known how serious Bumster's wounds were and he even walked to the ambulance. Drs. W. H. Baker and J. F. Brennan, who attended the wounded men, reported that Bumster was hit once, the bullet striking him under the right ear, passing through the head, and out the other ear.

At the beginning Koch was of the opinion that Clare was the brother of John Clare, who had killed the chief of police in Clinton, Iowa several years before, although the wounded man refused to admit this. Clare finally told the chief to ask the Kansas City police about him. However, when Ed Pratt and other C. B. & Q. railroad detectives saw the prisoner they recognized him as Francis Clarence Lankford, and he was forced to admit that he was also the brother of Wells, or Wilford J. Lankford.

Clarence Lankford then said that he had been in Quincy in December of 1918, plotting the robbery, and had left the Hotel Newcomb on December 16 by way of the fire escape to keep from paying his bill. Lankford, who originally came from Newark, Missouri, was indicted by the grand jury for the murder of Emil Leicht on May 22, 1919, and arraigned before Judge Albert Akers on May 26. He pleaded guilty and was sentenced to life imprisonment.

He escaped from the Joliet prison with other lifers in 1944 and was arrested in 1949 for robbing a Kansas City drug store to obtain morphine. The brother, Wilford, who had escaped from the train, was later sent to prison on a forgery charge.

Chief Bumster's wounds developed complications and when meningitis set in, George Koch, who had had some medical training in his youth, said that the end was near. He died April 25, 1919, at the age of 55.

Bumster and Koch were brother officers, Bumster joining the force in 1889 just a short time before his friend. When John Ahern became chief of police he named Koch as his first detective and Bumster as second detective. When Ahern retired and George Koch became chief of police, Bumster became chief of detectives.

Tom Ryan, who had entered the force in 1899 under Chief Andrew O'Connor, succeeded Bumster as chief of police in 1919 and Fred Scharnhorst, Bumster's partner, with 27 years on the force, became head of the detectives.

At the time it was thought that Simmon's wounds were mortal

but he lived until June 8, 1924, when he died as a result of complications. One bullet of the four remained in his body until shortly before his death. An operation to remove the bullet brought on pneumonia and another popular law enforcement officer passed away. Simmons was known as "Big Jim" for his normal weight was 430 pounds. At one time he served on the police force as a traffic officer, usually at Fifth and Hampshire, and the very sight of his waving arms was enough to remind everyone to vote for him for sheriff. Simmons was 41 years old when he died.

The Pfanschmidt Murder Case

Probably the worst crime perpetrated in Adams county at any time was the Pfanschmidt murder in which four persons lost their lives, resulting in three trials and no one being brought to justice.

On Sunday morning, September 29, 1912, the Charles Pfanschmidt farm home, ten miles southeast of Quincy, near Payson, was found burned to the ground. A closer examination by the authorities uncovered the bodies of Charles Pfanschmidt, his wife Matilda, their fifteen-year-old daughter, Blanche, and a friend and school teacher, Miss Emma Kaempfen.

It was thought that they had been murdered some twenty-four hours before the fire. The first evidence of foul play was the discovery of the head of one victim--the woman had been chopped in pieces!

Adams county coroner Mike Haley impaneled a jury to hear evidence assembled by State Fire Marshal Bogardus, Sheriff Joe Lipps, and Doctors Thomas B. Knox, Charles Erickson and H. O. Collins. The first reaction by many was that the son, Ray Pfanschmidt, had committed the heinous crime, and his relatives engaged attorneys George Govert and C. Emery Lancaster, who demanded an early hearing to clear his name.

Actually the authorities had given up the theory and asked the state to post a reward for information leading to the arrest of the murderer. Pfanschmidt attended the funeral and stayed at the home of his grandparents on south 12th street. He did not attend the hearing where it was brought out that he was an expert on explosives, and had graduated from the University of Illinois.

The state's attorney's office brought in detectives from Chicago to assist the sheriff, and blood hounds were used to follow the trail from the farmyard. It was learned that Pfanschmidt had borrowed money

in order to start a machine shop in Quincy, and was in debt. When evidence mounted against young Pfanschmidt, Sheriff Lipps deputized the two Chicago detectives and sent them out to arrest Pfanschmidt on a charge of murdering his sister, Blanche, and Miss Kaempfen.

At a second hearing held by Justice Heckle it was learned that city detectives Bob Bumster and Fred "Scoop" Scharnhorst had found bloody clothing at the grading camp at 12th and Cedar where Ray Pfanschmidt was working. Captain W. A. Long, Company F, 5th Infantry, Illinois National Guard, was ordered by the Governor to hold his men in readiness to protect the prisoner and maintain law and order in the community.

The grand jury met on January 21, 1913 and indicted Ray Pfanschmidt on six counts of murder in the first degree, binding him over to the next term of the circuit court in March that year.

Because of statements he had made, Judge Higbee ruled himself ineligible, and Judge Clay Williams of Havana came down to hear the case. State's attorney Fred G. Wolfe hired attorney John Wall to assist in the prosecution, and county clerk John A. Connery issued the lists of persons to be called for jury duty. After considerable delay and legal fireworks a jury was agreed upon, with L. S. Sparks of Camp Point as foreman of the jury.

Chief of Police Peter B. Lott testified, connecting Pfanschmidt with the tracks found in the yard, and telling of the ax, the alleged murder weapon, found in the ruins of the house. The defense tried to discredit the testimony concerning the use of the bloodhounds and did succeed in weakening that of Fire Marshal Bogardus. The state's theory was that Ray Pfanschmidt wanted to inherit the estate of his parents in order to provide him with funds to liquidate the heavy indebtedness he had, and to make it possible for him to marry his sweetheart.

After testimony that filled page after page of the local newspapers, the state asked for the death penalty. Attorney Lancaster in summation pointed to the garbled testimony of the state and claimed Pfanschmidt was yet in the city of Quincy when the fire started at the farm home. With the attention of all Quincy and Adams county centered on its deliberation, the jury brought in a verdict of Guilty, and Judge W. Williams set the date of execution for October 18, 1913.

The defense delayed filing their writ of appeal with the State Supreme Court, asking for this verdict to be set aside and making a new trial possible, until the last possible date, which was ten days before the day Pfanschmidt was to be hanged. They explained to newsmen that the court could not possibly review the case in that short amount of time and the execution would have to be postponed. It was!

On February 21, 1914 the Illinois Supreme Court gave a unanimous decision to reverse the verdict of the lower court based on a number of factors; the fact that the prisoner was not given a chance to make a confession when he wanted to, activities of the detectives, improper remarks of the state's attorney, prejudice on the part of several jurors, and the evidence of the bloodhounds not being reliable. It was stated the new trial would not be held in the March term of the Circuit Court, and a decision would not be reached until May of 1914. Pfanschmidt remained in jail.

The new trial was shifted to Macomb with Judge Henry Waggoner presiding, on October 26, 1914. After twelve ballots the jury brought in a verdict of Not Guilty. One juror remarked that Macomb was probably satisfied if Quincy was not!

Pfanschmidt was returned to Quincy by Sheriff Lipps, to answer the charge of murder of his father and Miss Kaempfen. He was freed of the charge of murdering his sister and the charge of murdering his mother had been dropped. He was met at the depot by a large crowd that was not altogether against him.

A third trial was held in Princeton, Illinois, starting on January 8, 1915, Judge David on the bench. Govert and Lancaster had been refused their move to have the trial dismissed although some in Quincy thought it possible. Next they tried to exclude John Wall from participating, but were unsuccessful here too. On February 18, 1915, the jury returned with a verdict of Not Guilty, after but five ballots.

Now State's Attorney Wolfe told the newspapers that he would leave the decision of prosecution on the final count to the people of Adams county and returned home for a conference with the county commissioners. On the following Monday he went back to Princeton and moved to have the case dismissed. Ray Pfanschmidt was at last a free man after remaining behind bars for two years, four months and fifteen days. He remarked that he would not return to Quincy. However, he did serve time a number of years later when he was picked up in Kansas on a car theft charge.

One of the bloodiest murder cases of the nation had finally come to an abrupt ending without anyone paying the supreme penalty. Whether Ray Pfanschmidt had been guilty or not, at least his attorney had been successful in keeping him from the hangman's noose. In the meantime other murders had taken place in Quincy and occupied the front page of the newspapers, and in time this case was all but forgotten.

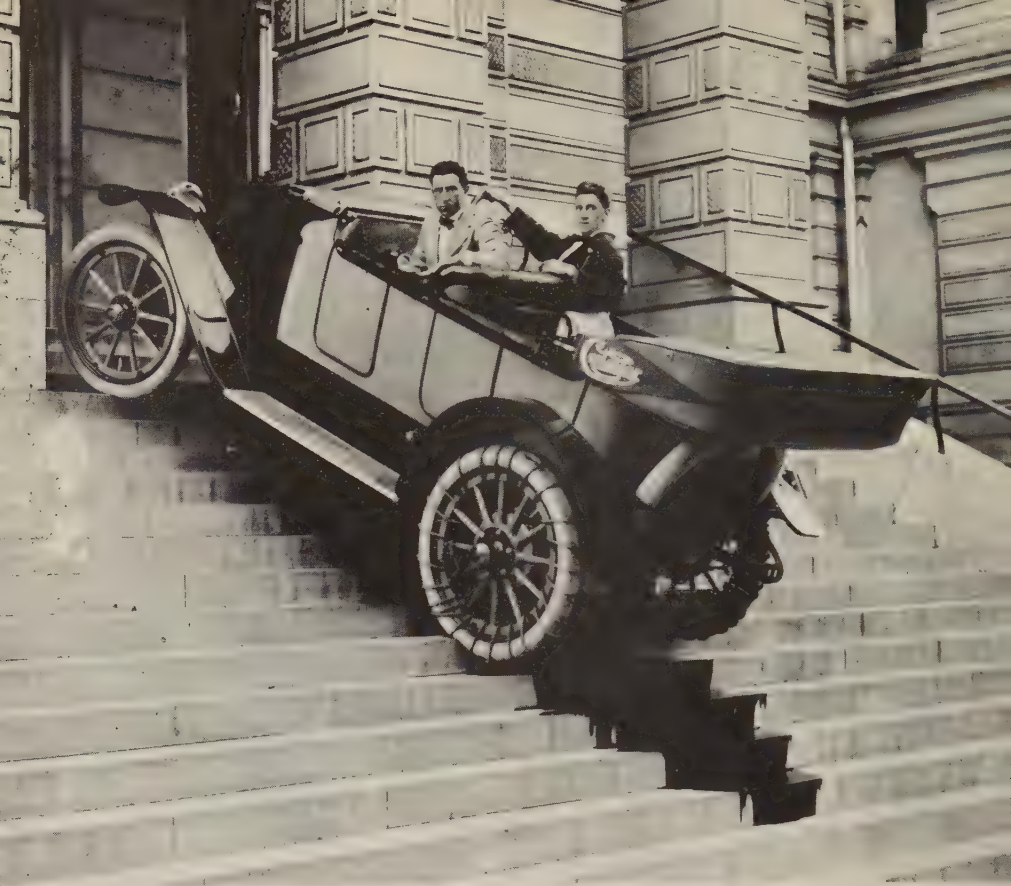
The Horseless Carriage

In 1904 you could buy a rib roast of beef for ten cents a pound, coffee for twenty-five cents a pound and potatoes for ninety-nine cents a bushel. A good cook received \$5 a week and a good carpenter was paid \$2 a day. The Wrights had made their first flight at Kitty Hawk just the year before in 1903 and the Ford Motor Company had put their first model on the market; the Model T wouldn't come out for another four years. It would be 1912 before Charles Kettering would invent the first practicable electronic self starter for the new-fangled automobile. And watch out when you cranked it! Crank with an up stroke and not a downward motion or you would break your arm.

By 1904 there were close to 200,000 automobiles on the roads of this country. Gasoline was bought in open cans from hardware dealers and repairs were made by machine shops and blacksmiths; that was true in Quincy. Exactly how many automobiles were in Quincy in 1904 is not known, but it was time to place limitations on them.

On April 4, 1904 the Quincy city council passed its first ordinance governing automobiles on the city streets. The ordinance required that no vehicle should be propelled or driven unless the person in charge was possessed of a thorough knowledge of the vehicle and of the method of controlling its propulsion and was experienced in handling same whether for business or pleasure.

The speed within the section of the city bounded by the river, Spring street, Ohio street, and Twelfth street, should be eight miles an hour and no vehicle should cross any intersection at a greater speed than eight miles an hour; outside of this area the speed was



The Carter car on the courthouse steps, June 16, 1914, sold by Leaton Irwin, 308 Maine, Morris Adler, sales manager.

limited to ten miles an hour. If the driver of a restive horse requested it, the car had to be brought to a complete stop.

In 1904 the Quincy Automobile company sold the Pope Toledo, White steam car, Dumont, Cadillac and Oldsmobile; J. W. Cassidy was the manager and they were located at 120 South Fourth. They later moved to 410-412 Vermont. In 1906 Albert E. Plank, who later joined with Charles Johnson, was manager of the company at 306 York.

George H. Stahl, 300 South Eighteenth, bought the first steam-driven auto in Quincy and in 1905 Frank Weems, president of the Weems Laundry purchased a new Stevens-Duryea, a big improvement over the White steamer, although you entered the car from the rear through what resembled a trap door. This model resembled something a horse would pull.

The same year a trip from Chicago to St. Paul was mapped out

along the lines of a contest by the Chicago Automobile Pioneers and Mr. Weems decided to make the trip. Actually it was a contest of endurance for both man and auto. With Weems was Mrs. Weems Mrs. Ben Bartlett and Dr. Thomas Gardner; another Quincy car in the contest was owned by Henry Fosgate, manager of the Hotel Newcomb.

Weems completed the trip and had the distinction of having the only car with lady passengers. Several hundred made the start but only a few reached St. Paul; the Weems car was number nine. The trip started on a Friday and ended the following Thursday with cars in ditches all the way, some mired in the mud and others broken down with mechanical trouble.

Weems and his party were so fatigued by the trip that they returned to Quincy by train and shipped the car back by steamboat. The manufacturers of the car were so pleased at its performance that they asked Weems to ship the engine back to the factory so they could replace it with a new engine.

A Cleveland Six on the grease rack at the new Richardson station at Tenth and Maine in 1921.





A. Badamo Motor Co., 607 Vermont Street, where Star cars were sold. Grand opening was August 26, 1927, just prior to this picture taking.

In this year cars selling for less than \$2000 included Ford models, Cadillac, Oldsmobile, Maxwell, Elmore, Buick, Cartercar, Baker electric, Stevens-Duryea, Franklin and Chalmers. In the \$2000 to \$4000 class were the Cleveland, Imperial, Oldsmobile, Moon, Marmon, Packard and Rainier. In the \$4000 to \$7500 class the Pierce-Arrow, Stanley Steamer, Hupmobile and Locomobile.

By 1910 automobiles were being sold in Quincy by the Beatty brothers at Twelfth and Hampshire, H. A. Geise at 719 Maine, Kurz Machine Co., and Massie and Sons at 219 North Fourth. Two years later the Johnson garage had opened at 322 Maine and Leaton Irwin, with Morris Adler as sales manager, was selling the Cartercar and the Willys-Overland on the north side of Maine between Third and Fourth, site of the Jefferson-Johnson agency in more recent years.

In 1918 Morris Adler opened a garage at 618 Vermont, Anthony Badamo was at 811 State, the East End Garage at 1885 Hampshire, George Moyer, the blacksmith, was selling cars at 1205 Broadway and Pinkelmann and Clark were at 1717 Broadway, rear.

Three years later Morris Adler was selling the new Dodge at 223-235 North Sixth, Badamo had moved to 318-320 Hampshire,



Another view of the Tenth and Maine "gas station" in 1921.

E. W. Botsford, one of the owners of the Quincy Herald, and Ethel Adams in the "horseless carriage" with Mrs. John Stillwell and two children in the phaeton. Western Union messenger on bicycle, and "ace reporter", Major J. J. Linton standing on the steps of the Herald building.



the Chevrolet Motors were at 702 Maine, Franklin Motors at 1037-1039 Maine, W. H. Gross at 234-238 North Twelfth, McMann Brothers had opened a garage at 1802 State and the Packard agency was at 707-709 Vermont.

Will Durant would soon merge Buick and Oldsmobile and found the General Motors Corporation, with the Oakland and Cadillac added a short time later. Henry Ford and the Highland Park plant would provide talk for the nation when he offered \$5 a day to any employee over 22 years of age, and the police would have to hold the crowds back from his door. The cry "Get a horse" would soon be a thing of the past, but the song "Get out and Get Under" would be the hit of the day for years to come. The automobile was here to stay.

Quincy-Peoples Savings & Loan

In 1872, Adam Hill, a Quincy barber and a prominent member of the Grand Army of the Republic, attended a G. A. R. convention in Springfield, Illinois. While there, he heard of something new, a building and loan association where home loans could be secured for less than 10% interest. Upon his return to Quincy, Mr. Hill related his findings to Colonel H. C. Nichols of the real estate firm of Morton and Nichols.

The idea grew in Nichol's mind and resulted in a building and loan association in Quincy. The Quincy Building and Homestead Association became a part of the Morton and Nichols offices on the second floor of the Benneson Block at 510 Maine. The firm began with a \$10,000 investment on May 27, 1874. Six days later, it made its first loan for \$1,000 to George S. King, on a house still standing near Sixteenth and Vermont.

Benjamin G. Vasen was a clerk and bookkeeper in this new business. Ben Vasen started life in Philadelphia, Pennsylvania, on July 2, 1857, living there until he was two years old. He came here with his parents, Mr. and Mrs. George Vasen, in 1861, and was first employed by his father in the firm of Hirsch and Vasen. For a time, this company was in the hide and wool business on the southwest corner of Twelfth and Broadway. Later, Ben Vasen worked as bookkeeper and cashier in St. Joseph, Missouri, for the branch house of J. Jonas and Company.

In January, 1875, Benjamin Vasen returned to Quincy where he assumed the position of bookkeeper in charge of the building association and loan departments of Morton and Nichols. In 1876, Mr. Vasen attended the World's Centennial Exposition in Philadel-



The Quincy Building and Homestead Association in the Wells building at Fifth and Maine. Maurice Vasen, Miss Louise Lebrink and David Vasen.

phia, and while there, visited many savings and loan associations. Upon his return to Quincy, he re-established the Quincy Building and Homestead Association and laid the foundations for the present organization. In November, 1883, he became secretary of the Association, and in December, 1885, became Manager in addition to his other office.

In 1893, the Association was moved to the southwest corner of Fifth and Maine Streets, on the ground floor of the old Wells Building, for years the home of L. & C. H. Bull's Bank. The lettering on the windows read: Quincy & Peoples Savings, Building and Loan, B. G. Vasen, Insurance, Money to Loan.

In 1903, Mr. Vasen bought the building at 517 Maine Street, and the Association was moved there, remaining until 1923.

In January, 1883, Ben Vasen married Miss Julia Eshner of Philadelphia, who passed away October 2, 1901. There were four children: Mrs. Freda (Joseph) Allen, Maurice E. Vasen, George B. Vasen, and Mrs. Beulah (H. A.) Wilde.

While Vasen was the guiding spirit throughout all of the trying early years when so many other financial organizations fell by the

wayside, associated with him throughout these years were many prominent Quincy names. Among them: H. A. Williamson of the Williamson Oil Company, Charles Oehlmann, Financier and owner of the Oehlmann Dental Laboratories, F. William Menke of the Menke Stone and Lime Company, succeeded on Quincy-Peoples' Board by his son, G. William Menke, Nicholas Heintz of the Heintz Shoe Company and later his son, George Heintz, a board member, Frank Tenk of the Tenk Hardware Company.

A few of the other well-known Quincy names outstanding in Quincy-Peoples history are Henry Steinkamp of the Steinkamp Harness Company and for years City Assessor, Michael Piggott, former Postmaster, Peter H. Meyer, Planing Mill Owner, James S. Inghram, grocer, Ceylon Smith, Elevator Manufacturer, George J. Jost of Jost & Kiefer Printing Company, John W. Meyers, Reliable Incubator & Brooder Company, Peter Pinkelman of Pinkelman-Barry Grocery



Interior of the Quincy Building and Homestead Association at Fifth and Maine, in the former quarters of the L. and C. H. Bull Bank. Seated at the table is Benjamin G. Vasen. At the rear desk, David Vasen. Next a special insurance agent and Miss Louise Lebrink.



The Quincy-Peoples Savings and Loan Association on the north side of Maine between Sixth and Seventh in the 1930's.

Company, Ezra Best, plumbing supplies, George Zoller, Grocer, Joseph G. Eiff, Plaster Contractor, J. J. Flynn, beverages John L. Soebbing, Quincy Grocer Company, P. B. Hynes, Buggy Manufacturer, C. F. A. Behrensmeyer, shoes, Lawrence E. Emmons, Senior, Junior and third generation, all prominent lawyers, Morris Hodgden, Hodgden Dairy, Charles E. Byerly, Quincy Photo-Engraving Company, and Lambert O. Christ, Quincy Stove Company, plus many others, well-remembered in this history of Quincy and Quincy-Peoples.

Ben Vasen served as vice president of the Sheridan Stove Manufacturing Company, one of the promoters of the Modern Iron Works that absorbed the Sheridan Company. One of the organizers of the



The Quincy-Peoples Savings and Loan Association on the southwest corner of Eighth and Maine as it looks today.

U. S. League of Building and Loan Associations, the first secretary of the Insurance Company of the State of Illinois, and a member of the Blessing Hospital Board, a prominent worker in the Chamber of Commerce and all forward movements of the City of Quincy, Mr. Vasen died December 2, 1916.

While one son, George, was of an inventive mind, and more interested in things mechanical and electrical, the other one, Maurice, followed in his father's footsteps, and succeeded him as secretary of the Quincy Building and Homestead Association and the Quincy-Peoples Savings, Loan and Building Association.

Maurice Vasen was born in Quincy on September 21, 1885, attended Quincy High School, the University of Illinois, and the law school of Northwestern University. He practiced law in Chicago for four years with Howe, Fordham, and Vasen before returning to Quincy. Here he succeeded his father as secretary of the Building Association League of Illinois. Mr. Vasen married Miss Ione O. Ellis on November 6, 1913. A son, Spencer E. Vasen, is presently president of the organization, and a fourth generation, his son James M. Vasen, is a loan officer and assistant secretary.

Robert S. Hunter is now Chairman of the Board, and G. Keith Cashman is the Executive Vice President and Executive Manager. The other members of the Board are Carlyle B. Little, Vice President Quincy-Peoples Savings and Loan Association, James E. Haffner,

Doctor of Dental Surgery, Robert G. Keller, President, George Keller & Sons, F. A. McLaughlin, Owner, McLaughlin Furniture and Carpets, Thomas J. McNeil, retired, and J. Robert Walden, attorney at law. Honorary members of the Board of Directors are Maurice E. Vasen, Thomas A. Crooks and Harold W. Knapheide.

Other officers and members of the staff of Quincy-Peoples include Richard C. Murray, Secretary, Elmer Beckmann, Treasurer, Kenneth A. Schelp, Director Public Relations, Mary Kerkerling, C. P. A., Comptroller, Charlotte Beckgerd, Assistant Secretary and Cashier, Irene Budde, Assistant Secretary and Teller, Janice Burwinkel, Receptionist and Secretary, Donna Fitzgerald, Teller, Kirk Franklin, Appraiser, Marjorie Gabriel, Bookkeeping Department Stenographer, Olive Gilbert, Bookkeeping Department, Laurel Gish, Filing Department, Shelba Kestner, Bookkeeping Department and Teller, Marilyn Lovelace, Teller, Doris J. Mason, Assistant Comptroller, John A. Meyer, Assistant Treasurer and Comptroller, Maureen Schwarz, Teller, David Stegeman, Loan Officer, Peggy Schone, Bookkeeping Department, Debbie Tucker, Filing Department, Joseph Weibring, Loan Officer, Leanna Weimelt, Stenographer, Bob Woodworth, Assistant Secretary and Loan Officer.

The Association moved from its location at 517 Maine Street in 1923, when they purchased the building at 613 Maine, thinking that this would undoubtedly be the last move necessary, their assets then being over a million and one-half dollars.

However, these quarters, too, proved to be inadequate; in 1956, Quincy-Peoples purchased the property on the southwest corner of Eighth and Maine Streets, and opened the doors of their new building on November 1, 1957. Today, Quincy-Peoples is the oldest and largest financial institution in Quincy, with assets of over sixty-six million dollars.

Pictures of Quincy's Past



The first St. Mary Hospital building.



Blessing Hospital about 1880. Dr. J. C. Pipino, Dr. J. T. Wilson, Dr. Robert W. McMahan, Dr. Jos. Robbins, Dr. L. H. A. Nickerson, and Dr. E. G. Castle.



The Pope and Baldwin Agricultural Implement building on the northeast corner of Fifth and Jersey in the 1870's; this building, built by James Woodruff for a wagon factory, was used as a hospital during the Civil War.



Fifth Street, at Maine, in 1874, with Gov. John Wood standing by lamp post.



Maine Street between Fifth and Fourth in 1870; building at right is Quincy House. Prof. D. L. Musselman's business school sign may be seen on third floor of building in center.



Fifth Street looking north at Maine in 1862, with the second Adams County Court-house midway of the block. Note fence around the park.



Maine Street at Eighth looking toward St. Boniface in the 1870's.



Maine Street, looking toward the intersection of Sixth, in 1861. Kendall building, housing the post office and city offices, on the southwest corner. First Presbyterian Church on the left, spire of the Unitarian Church on right.



One of the two remaining Sun stones from the Mormon Temple at Nauvoo, now on display on the lawn of the historical building at 428 South 12th in Quincy, originally on the grounds of the old Jefferson school (formerly Methodist College) at Third and Spring. Legend has it that early Quincy contractors floated these stones down the river on rafts after the temple was destroyed by fire, and broke them up for building stone.



The first horse drawn steam fire engine in front of the No. 4 station on Fourth between Jersey and York in 1869.

ROYAL PTG. CO., QUINCY, ILL.

